

Hongkong Daily Press.

No. 17,285. 號五十八百二千七第 七十二月八年丑癸 HONGKONG, SATURDAY, SEPTEMBER 27TH, 1913. 大拜禮 號七十二月九年二國民華中 Price, \$3 PER MONTH

Hongkong, 16th April, 1913. 1520

INTIMATIONS

AT THE WELCOME DINNER

MEDICAL CONGRESS

held in London on the 6th ultmo. at the RITZ HOTEL.

CHAMPAGNE

DE ST. MARCEAUX,

1906 VINTAGE, WAS THE ONLY CHAMPAGNE ON THE MENU.

CHAMPAGNE

DE ST. MARCEAUX & Co.

REIMS,

IS A GUARANTEED VINTAGE WINE.

It is the most Popular Wine in England and Europe to-day and invariably figures on the menus of Banquets, Dinners, and Suppers given by Ruling Monarchs, Ministers of State, Merchant Guilds, Sporting Clubs, etc., etc.

CHAMPAGNE

DE ST. MARCEAUX & Co.

VIN BRUT AND VERY DRY.

PRICE PER CASE } 1 doz. Qts. \$57.00
INCLUDING DUTY, } 2 " Pts. \$59.00

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS, HONGKONG.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of ALL PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A.B.O. 5th Ed. Lieber. P.O. Box, 34. Telephone No. 12.

DEATHS.

BRODHERST.—On September 22nd, at Shanghai, JOHN CAMPBELL BRODHERST. SEQUEIRA.—On September 21st, at Shanghai, NORBERTO ANTONIO SEQUEIRA, aged 64 years.

HONGKONG OFFICE: 10A, DES VEXES ROAD. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 27TH, 1913.

With the arrival of the Civil Administrator in Canton it will be hoped that there is an early prospect of more settled conditions in Kwangtung Mr. Li Hsue-shan, it seems, does not intend to take over from General Lung the duties of that office immediately, but desires to spend a few days in studying the affairs of the Province. We can only hope, if he is a capable administrator, that his preliminary study of the problem of administration will not make him reluctant to take up the appointment, as was the case with Mr. CHAN CHIU SHEUNG, to whom the position was previously offered. We are hearing too much of martial law in Canton just now to inspire any great amount of confidence in the general situation. We share the view of our Shanghai contemporary when it says: "Now that the rebel armies are defeated and dispersed, and the more important leaders driven into retirement, the Government's first duty is to the masses of the people. Control of the troops, and useful employment for them in the suppression of brigands and pirates is the first need of the moment. Instead, we find the first aim of certain commanders to be the pursuit of all-god plotters, often very small fry, who, even if more or less guilty, might at this stage be allowed to slip

through the meshes of the net. This course is in marked contrast to the lenient attitude frequently adopted in recent months towards rebel soldiers taken with arms in their hands." This applies with special force to the province of Kwangtung. General Lung's stern action in Canton, as our contemporary says, may possibly be justified by the circumstances, but we are unable to discover from the published reports what circumstances really exist to warrant the arrests which are continually being made in the city under martial law. One might imagine Canton to be still honeycombed with conspiracies against the Government, but the truth seems to be that the Governor-General is simply marking down past offenders. There has been absolutely nothing in the published accounts to show that CHAN KING-WAH, the late Chief of Police, was concerned in any plot to undermine the authority of the present Government in Peking or the Provincial Government at Canton, which, for weeks prior to his death, he had been doing his utmost to uphold. For all the public know, CHAN KING-WAH was shot because he had been disloyal to the Central Government when the traitorous Tuhuh CHAN KWING-MING declared his Government's independence of Peking, and because his methods of maintaining public order then and since had incurred for him the enmity of a large body of the public. The present policy of General Lung, dictated from Peking, seems to be a policy of revenge rather than a policy directed to the suppression of present disorders. It may very plausibly be argued that a man who has been a rebel in the past is a potential rebel of the future, and this would appear to be the line of thought governing the Tuhuh's measures against them; but we fear it is not by measures based upon ideas of this kind that peace and progress are to be secured in China. If the Republican Constitution is to be a reality, there must be a serious and honest endeavour on the part of the responsible officers of the State to give effect to its decrees. On the other hand, the hot-blooded young Radicals who imagine Utopia can be gained in a day must put some restraint upon their enthusiasm and remember that it is no more possible for a new State to be erected suddenly on the basis of a new Constitution, than it is for a mansion to be built as soon as the plans are prepared. Just as the mansion has to be built brick by brick, so has the State to be erected into the ideal by a constant series of reforms, sedulously and patiently undertaken. This lesson needs teaching in Kwangtung more, perhaps, than in any other Province of China, and we can only hope that between them General Lung as Military Governor, and Mr. Li Hsue-shan as Civil Administrator will be able to repair the mischief which has been done by the recent abortive revolutionary efforts. General Lung as Military Governor will have ample scope for his energy and his powers of organization if he applies himself diligently to suppress the piracy and brigandage now rampant over so large a part of the Province, while a more efficient control over the nucleus of the forces which it would be sufficient to retain in Canton would certainly be welcomed by the merchant and shopkeeping classes on whom they are now preying.

A meeting of the Licensing Board is announced for November 5th for the renewal of Licences under the Liquor Ordinance.

A correspondent desires to call the attention of the powers-that-be to the advisability of extending to Wyndham Street the tar-macadam process of surfacing roads.

The Bishop of Victoria will to-morrow (Sunday) celebrate Holy Communion at the Peak Church at 8 a.m., and preach at St. Stephen's Chinese Church, West Point, at 11 a.m.

A gold watch and chain, and appendages, valued at \$100, is reported to have been stolen from the jacket pocket of a Chinese shopkeeper, residing at No. 34, Ho Shing Street.

The Rev. W. W. Rogers has gone to Canton to take charge, in conjunction with the Rev. P. Jenkins, of the C.M.S. Diocesan Training School, during the absence on sick leave of the Rev. G. A. Bunbury.

The Scotsmen of Penang have considered the question of a St. Andrew's Ball. It was reported that the cost of the last was \$2,100 and a deficit in the accounts was \$135.72. The hosts had to pay \$5 per head for the champagne drunk. It was decided by 10 votes to 6 against champagne at the next Ball, on November 28th.

H.M.S. *Nonmouth* will leave Weihaiwei for Hongkong on October 4th. The remainder of the British fleet will leave Weihaiwei about the same time for several ports in Japan.

The Chinese Telegraph Administration in Hongkong announces by advertisement on page 4 the intention to charge a fee of \$12 for the registration of code addresses from the 1st proximo.

Mr. William Crozier, editor of the *Manila Daily Bulletin*, died of plague on Monday last. It appears from a Manila paper that the disease was contracted "from the bite of a flea that had escaped from the carcass of a plague rat that crawled into one of the drawers of his desk to die."

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
Shewan, Tomes & Co. \$50
C. Bodiker & Co. 25
Wendt & Co. 20
Basel Mission per Mr. Maute 20
J. R. Wood, Esq. 10

His Excellency the Officer Administering the Government, accompanied by his A.D.C., visited the sale of work at the Italian Convent yesterday and made several purchases. He went through the classes, and in the Kindergarten School the children sang "We welcome you." Before leaving His Excellency promised that when the weather becomes cooler, he will visit the whole establishment.

A SAFE RIFLED.

It is alleged that one of the foks at a shop at No. 188, Wing Lok Street, managed to secure a duplicate key to the safe on the premises and stole a box containing \$38,500 in money, two promissory notes for \$10,000 each, a money order for \$300, and a cheque for \$3,000. The man has disappeared.

HONGKONG FOOTBALL ASSOCIATION.

MEETING OF REFEREES' BOARD.

A meeting of the Referees' Board of the Hongkong F.A. took place last evening at the Royal Engineers' Theatre. The members present were Messrs. F. W. Eager, A. A. Wilson, and A. P. Storrie.

Mr. Eager reported that he had received applications from seven fully qualified officials, who wished to be placed on the official lists. The certificates, &c., were examined and the following were approved as the first list of official referees:—

Messrs. F. W. Eager, A. A. Wilson, A. P. Storrie, F. Wright, E. G. J. Fuller, Col. Sergt. Blake, D.C.L.I., and Sergt. T. Hodges, D.C.L.I.

A number of candidates presented themselves to undergo the severe test of the Football Association. The following were allowed to pass, conditional on satisfactory officiating in a test match, viz:—Ship's Corporal J. H. Menadue, H.M.S. *Tamar*; Mr. J. Moran, H.M.S. *Tamar*; Mr. C. Williams, 87th Coy. R.G.A.; Mr. A. E. Bradley, R.E.; Bombr. J. F. Woods, 88th Coy. R.G.A.; Corp. H. Coxon, R.E.

Others who were examined will be given an opportunity of again presenting themselves after a three months' interval.

These proceedings will be submitted for approval at the next Council Meeting of the H.K.F.A.

The Board next proceeded to appoint referees to matches for the month of October, with the following results:—

UNITED SERVICES LEAGUE.

MATCHES FOR OCTOBER, 1913.

First Division.
Sat. 4th, D.C.L.I. v. Royal Engineers. Referee—Sergt. A. A. Wilson.
Sat. 11th, R.G.A. v. D.C.L.I. Referee—Mr. F. W. Eager.

Second Division.
Wed. 1st, Submarines v. D.C.L.I. Buglers. Referee—Corp. A. E. Bradley.
Thurs. 2nd, D.C.L.I. v. Hongkong Police. Referee—Mr. J. Moran.
Sat. 4th, "Tamar" Res. v. Staff and Depts. Referee—Col. Sergt. Blake.
Wed. 8th, D.C.L.I. Band v. R.E. Res. Referee—Ship's Corp. Menadue.
Thurs. 9th, D.C.L.I. Buglers v. 83 Co. R.G.A. Referee—Corp. H. Coxon.
Thurs. 9th, Submarines v. D.C.L.I. Res. Referee—Gr. C. Williams.
Fri. 10th, Staff and Depts. v. 88 Co. R.G.A. Referee—Sergt. Hodges.
Tues. 14th, 87 Co. R.G.A. v. D.C.L.I. Buglers, at Stonecutters.
Referee—Ship's Corp. Menadue.
Tues. 14th, R.E. Res. v. D.C.L.I. Res. Referee—Master Gunner E. Fuller.
Wed. 15th, Tamar Res. v. Hongkong Police. Referee—Col. Sergt. Blake.
Thurs. 16, D.C.L.I. Band v. 83 Coy. R.G.A. Referee—Mr. F. W. Wright.
Sat. 18th, 87 Coy. R.G.A. v. D.C.L.I. Res., at Stonecutters.
Referee—Bombr. J. F. Woods.
Tues. 21st, 88 Coy. R.G.A. v. D.C.L.I. Band. Referee—Mr. F. W. Eager.
Tues. 21st, Submarines v. D.C.L.I. Buglers. Referee—Sergt. A. A. Wilson.
Wed. 22nd, 87 Coy. R.G.A. v. R.E. Res., at Stonecutters.
Referee—Sergt. Hodges.
Wed. 22nd, D.C.L.I. Res. v. Staff & Depts. Referee—Bombr. J. F. Woods.
Sat. 25th, 87 Coy. R.G.A. v. D.C.L.I. Band, at Stonecutters.
Referee—Mr. J. Moran.
Tues. 28th, R.E. Res. v. D.C.L.I. Buglers. Referee—Master Gunner Fuller.
Wed. 29th, Tamar Res. v. D.C.L.I. Res. Referee—Mr. F. W. Wright.

Note.—All matches are at Happy Valley except where otherwise stated. All matches start at 4.30 p.m.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

ULSTER'S OPPOSITION TO HOME RULE.

SIR EDWARD CARSON ON THE VERGE OF COMPLETE COLLAPSE.

LONDON, September 26th.

The Ulster Committees have met to arrange duties. Sir Edward Carson was absent, and is on the verge of a complete collapse. On Wednesday evening the doctor ordered him to bed for 48 hours.

The subscriptions to the Ulster Indemnity Fund are only operative when the total reaches £1,000,000, and nearly £250,000 has already been promised. Lord Londonderry is giving £10,000, and Sir Samuel McCaughey, an Australian millionaire, cabled the Treasurer of the Fund offering any sum necessary.

RIDICULING THE CARSON GOVERNMENT.

Mr. J. M. Robertson, Parliamentary Under-Secretary to the Board of Trade, speaking at Newcastle, said:—The most serious difficulty of Sir Edward Carson's Government will be with the Post Office, which will refuse communications, and Belfast will thus be cut off from the world. We have only got to keep cool, and the difficulty will solve itself.

The Government has kept cool hitherto, and will know how to meet the situation when it is developed. Sir Edward Carson will not be prosecuted because the Government does not want to turn "King" Carson into "Saint" Carson, and it would be unwise to prosecute him for bunkum. Sir Edward Carson's Government will not work for a week. There is no election behind it, and if the Volunteers begin shooting they will find an Army better drilled, with guns not made of wood. I do not believe that there will be any trouble of this sort, but who is going to pay revenue to Sir Edward Carson's officials?

THE SUGGESTED CONFERENCE.

The *Standard* says that informal parliaments have been proceeding between the party leaders on the subject of a Home Rule Conference. The chief difficulty experienced up to the present is the demand for representation by the Irish Unionists and Nationalists at the Conference.

FRENCH AERIAL GYMNAST AT BROOKLANDS.

LONDON, September 26th.

M. Pegoud, the famous French aviator, thrilled a great crowd at Brooklands by flying in his machine upside down at great heights.

MANCHESTER CANAL DOCKERS RESUME WORK.

LONDON, September 26th.

The Manchester Ship Canal Dockers are resuming under certain conditions in reference to their employment which the Company has accepted.

THE ILLNESS OF DOM MANUEL'S CONSORT.

MUNICH, September 26th.

Ex-King Manuel's Consort is suffering from influenza.

Ex-King Manuel's journey to England has been postponed and the bride will start shortly with her husband for Sigmaringen. The bride is now convalescent.

The news of her sudden illness and the secrecy observed concerning the details caused a sensation in the German Press. The papers state that the Royal patient was suffering from internal inflammation.

MARCONI COMPANY'S IMPORTANT ACQUISITION.

LONDON, September 26th.

The Marconi Company announces the acquisition of the majority of the shares of the French Wireless Company owning the world rights, except in Germany, of the Goldschmidt system. It has been decided to increase the ordinary capital by £500,000 in ordinary shares.

TURKISH ATROCITIES.

BULGARIAN VILLAGES BURNED AND INHABITANTS MASSACRED.

SALONIKA, September 26th.

It is reported that Turkish irregulars are advancing on Thrace, burning the Bulgarian villages and massacring their inhabitants. Two thousand refugees have already arrived at Dedagatch.

CANTON NOTES.

[FROM OUR CORRESPONDENT.]

CANTON, September 25th.

MORE ARRESTS OF REBELS.

Yesterday another three or four men suspected of being connected in a treasonable conspiracy were arrested in a house in Foo Hok Street, and brought up for trial by court-martial. One of them, a certain Liu Sin Ping, was formerly second officer in command of the Second Brigade of the Land Army.

THE TREASURY OFFICIALS.

The latest information to hand states that Mr. Yin Ka-chee, the recently appointed Commissioner of Finance for Canton, at present in Shanghai, has decided to resign his appointment, and that the post will be given to Sung Sam Ching, who already holds the two offices of Head of the Preparatory National Taxation Office and Comptroller of Customs.

Yu Ching Tsing, the Head of the Treasury, and Wong Shui Tong, the Treasury-keeper, have tendered their resignations to the Governor-General.

THE NEW CHIEF OF POLICE.

Yesterday a telegram was received from the Department of State Affairs (Peking), formally appointing Tang Yu Kwong as Chief of the Police Department. Mr. Tang was appointed by Tuhuh Lung King Wali was shot, and he recommended him for the permanent post.

MILITARY INSPECTOR RETURNS NORTH.

Li Lien Yuen, who came from Peking recently to inspect the forces and to gather information about Kwangtung's military position, returns to the North to-day by the s.s. *Kowloon* in order to participate in the Military Conference to be shortly held in the Capital.

THE ARSENAL.

Since the arrival of Governor-General Lung, the working staff of the Arsenal at Shek Cheng has been largely augmented. There are now over 1,300 men at work. This has enabled the Arsenal to increase its output about 25 per cent. The place is guarded by the 38th Co. of the King-wai-kwan.

RECOVERY OF STOLEN SILVER.

Yesterday a large quantity of silver ingots, unstamped coins, and copper cents, recently plundered from the Government Mint and subsequently recovered by the Police, was transferred to the Mint from the various Police Stations. This quantity represents a value of over \$16,000.

V.R.C. ANNUAL AQUATIC SPORTS.

SECOND DAY.

There was another fair attendance at the Victoria Recreation Club yesterday afternoon to witness the second day's programme of the annual aquatic meeting. There were good entries for the various events brought off, and most of them were productive of interesting sport. The main event on the programme was the 220 yards championship, which Finch won comfortably. Other interesting events were the four lengths' handicap, and the final in the two lengths, both of which proved interesting races. As on the previous day, the committee carried out their duties admirably, and spectators had no cause of complaint either with the sport or the management. Results of events follow:—

HURDLE RACE, two lengths' handicap: 1, J. M. A. Pereira, 4secs. Edwards led the way right over the first length and until the third hurdle in the second and final lengths. Here he was overtaken by Pereira and Wittchell, but the former's speed was unassailable, and notwithstanding the efforts of Wittchell, Pereira had the winning touch to his credit.

LONG PLUNGE: 1, M. A. R. Souza, 38 feet. There were three other competitors, but the only one who challenged Souza was Wittchell, and he wanted a few more inches to have anything to say in the final.

FOUR LENGTHS' HANDICAP: 1, R. A. Carvalho, receives 7secs.; Time—1min. 10 2/5secs.; 2, A. V. Barros, receives 5secs.; Time—1min. 14 4/5secs. There were six starters in this event, but it soon became apparent that the race rested between the first and second, and Carvalho deserved his win.

220 YARDS CHAMPIONSHIP: 1, J. C. Finch, 2, C. J. Cooke. Finch promptly settled his right as the claimant of this race. The other starters were C. J. Cooke and A. A. Claxton. The latter was not a dangerous competitor (although there is little doubt he would do better if he swam with a little more heart) but Cooke was a "goer" from the start and compelled Finch to keep the pace. It was only natural that the young man should win, as he did, and comfortably, and while congratulating the winner we cannot refrain from congratulating and complimenting the "old sport" who made the race the interesting event it was. Cooke was a swimmer before the "crawl" stroke was known. Rather late in the day he has adopted it, naturally with not such successful results as younger men, but his late performances have proved that he is able to compete with the best in the Colony, and still see the champions home.

TWO LENGTHS' HANDICAP: 1, W. J. Carroll, receives 4secs., 30 3/5secs.; 2, E. L. Braga, receives 6secs., 34secs. Carroll led from the start and Bradbury made good pace for the first length, but fell to the rear in the second. The leader did not slacken his pace until the winning post was reached, but Bradbury gave way to the faster turn of speed of Braga.

BOYS' RACE: 1, D. Purvis, 38secs.; 2, J. Rasmussen, 37 2/5secs.

WATER POLO: Again the programme concluded with a polo match between teams distinguished by White and Blue caps. An exciting game resulted in a draw, the score being two goals apiece.

HONGKONG SHARE MARKET.

Messrs. Verbon & Smyth in their weekly share report dated 26th September state:—

The local market has been very inactive, dealings being few and far between, and prices are practically unchanged with the exception of a few stocks. Langkats have again attracted attention, and have weakened to a buying rate of Tls. 22 1/2, at which price they close. Cottons in the North have had a sharp rise, and close with buyers in evidence. The London market for "Oils" has ruled dull, and close with prices round about last week's quotations. The tone of the "Rubber" market is firmer, according to our latest advices, and "Tin" market quiet. Fine Hard Para rubber closes at 3/3 1/2, and Plantation Sheets at 2/1 1/2. The open market rate of discount is advised as being 4 1/2 per cent., and the Bank of England rate unchanged at 4 1/2 per cent. Bar Silver is ready at 4 1/2 per cent., and is now 38 7/16 and forward 28 1/2. Sterling T.T. is 2 1/4, Shanghai T.T. 72 1/2, and Singapore T.T. 80. Consols are unchanged at 73 1/2.

BANKS.—Hongkong and Shanghai Banks have been sold at \$790, and have a London quotation of £80 10s. 0d. (middle).

MARINE INSURANCES.—Unions have been a quiet market, and close with buyers at \$784. Cautions are still wanted at \$820, but no shares are obtainable. North Chinas are wanted at Tls. 137, and Yangtzes have buyers in the North at \$102 1/2 at 100 days.

FIRE INSURANCES.—Hongkongs are in demand at \$350, with no shares on offer, and Chinas have hardened to a buying quotation of \$140.

SHIPPING.—Hongkong, Canton, and Macao have buyers at \$28 1/2, but no sellers are to be found at the price. Indo-China have improved to \$79 buyers, and are in demand, but sellers are holding out for an increased price. China and Manilla have now sellers at \$84, and Star Ferries have improved to \$87 1/2, but no shares are on offer. Douglases are on offer at \$33 1/2 ex dividend.

OILS.—Shells are reported from London as having a middle quotation of 108/3, Ural Caspians of 60/6, and Mexican Eagles of 46/3.

REFINERIES.—China Sugars have changed hands at \$4, and now close with buyers at \$96. Lardons are still on offer at \$35.

MINING.—Tronohs have eased to a middle quotation of 34/6, and Heawoods have sellers at 3/7. Raubs have been a quiet market, and close with a nominal quotation of \$8.10. Kallans are unchanged with a middle quotation of 32/6.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have had sales at \$75 1/2 and \$77 1/2, and close with buyers offering \$78. Hongkong and Kowloon Wharves have been a quiet market, and close with a nominal quotation of \$90. New Amoy Docks are unchanged with sellers at \$81, and Shanghai Docks and Hongkong Wharves are quoted nominally at Tls. 53 and Tls. 100 respectively.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are on offer at \$113, and Kowloon Lands close with a nominal quotation of \$46. Humphreys Estates have improved, and close with buyers at \$60 1/2. No change has occurred in Hongkong Hotels, viz., \$125 and \$80, for the old and new issues respectively. West Points are a neglected market, and remain on offer at \$72.

COTTON MILLS.—Ewos have improved to a buying quotation of Tls. 138, Shanghai Cottons to Tls. 112, Kung kais to Tls. 133, Soy Chees to Tls. 43, and Laos Kung Mows to Tls. 96 1/2. Hongkongs have weakened to a selling quotation of \$94.

MISCELLANEOUS.—China Borneos are inquired for at \$93, Electrics at \$41, Peak Trams at \$10, Union Waterboats at \$171. Considerable business has taken place during the week in Hongkong Electric Trams, and they now close a steady market at \$9. China Providents are on offer at \$8, Green Island Cements at \$6.60, Ioes at \$170, China Lights and Powers at \$4, Watsons at \$8, Powells at \$109, Fisheries at \$2, and Pulpas at \$20.

LONDON QUOTATIONS.—The following quotations (middle price) were received from our London Agents by wire this morning:—

Hongkong and Shanghai Banks	Value
Indo-China (Combined)	160/-
Chinese Engineering	32/6
Hongkong Electric Trams	9/3
Tronoh Mines, Ltd.	54/6
Ural Caspians	60/6
Mexican Eagles	46/3
Shell Transports	108/3
British Borneo Petroleum	4/3
Eastern Serdangs	7/6
Rubber Plant, Inv. Trust	2/6 prem.
Eastern Int. Trust	12/6
Venture Trust, Ltd.	1/6

SUPREME COURT.

Friday, September 26th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. J. H. KEMP (PUNISH JUDGE).

A DISPUTE AS TO THE PAYER.

A case was mentioned in which Cheng Jack is suing Maud Thomson to recover the sum of \$27.

Mr. Gardner said he appeared on behalf of Mr. Faithfull, who represented the defendant. He understood that the parties had changed their tribunal and taken the case to the Police Court.

Mr. Goldring, for the plaintiff, said he was instructed that Police Court proceedings had been instituted. There appeared to be a dispute between Mr. T. R. Nicol and Miss Maud Thomson as to who should pay this man's wages, and whose lawful commands he should obey. Mr. Goldring asked for an adjournment until after the hearing of the Police Court case.

Mr. Gardner—My instructions are to ask for an adjournment for a fortnight. Mr. Goldring—I don't mind.

The case was accordingly adjourned for a fortnight.

COMPANY REPORT.

WILLIAM POWELL, LIMITED.

The report of this Company states:—
The Directors beg to submit to shareholders a statement of the Company's accounts for the year ended 30th June, 1913.

The profit for the year is \$13,249.39, to which has to be added \$2,166.18 brought forward from last year, making a total of \$15,415.57, which your directors propose to appropriate as follows:—

To pay a dividend of 30 cents per share 16,000 shares \$7,500.00
To write off fixtures and fittings 3,000.00
To write off stock 3,000.00
To carry forward to new account. 1,915.57
\$15,415.57

DIRECTORS.

Mr. H. J. Gedge and Mr. G. C. Moxon having proceeded to England, Mr. R. F. C. Master and Mr. F. T. Chapple were invited to join the Board.

Mr. Master and Mr. Chapple are eligible for re-election.

AUDITOR.

The accounts have been audited by your auditor, Mr. H. Percy Smith, F.R.C.A., who is eligible and is recommended for re-election.

R. F. C. MASTER, Chairman.
Hongkong, September 23rd, 1913.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED JUNE 30th, 1913.

To Directors' and Auditor's Fees \$ 2,300.00	
To Bad Debts (written off) 82.25	
To Balance 13,249.39	
\$ 16,511.64	
By Balance of Working Account \$16,305.23	
By Dividend from Investment 60.00	
By Scrip Fees 18.50	
By Bad Debts recovered 154.88	
\$ 16,511.64	

BALANCE SHEET AT JUNE 30th, 1913.

LIABILITIES.	
To Capital 15,000 Shares of \$7 each (fully paid) \$105,000.00	
To Bills payable 25,407.67	
To Sundry Creditors (since paid) 9,797.41	
To Comptroller's Deposit 1,100.00	
To Unclaimed Dividends 117.80	
To Hongkong and Shanghai Bank 32,249.05	
To Profit and Loss Account:	
Balance June 30th, 1912 \$ 2,166.18	
Profit for the year 13,249.39	
\$209,077.50	

ASSETS.	
By Stock on hand \$162,847.39	
By Fixtures and Fittings 82.25	
As per Last Account \$7,379.63	
Written off 30th June, 1912 2,000.00	
\$5,379.63	
Added to June 30th, 1913 2,084.97	
7,464.60	
To Sundry Debtors 32,825.69	
By Investment at Cost 490.00	
By Hongkong and Shanghai Bank (Dividend Account) 117.80	
By Cash in hand 1,882.02	
By Unexpired Insurance Premium 450.00	
\$209,077.50	

H. O. HOLZ, Acting Secretary.
REYNOLD F. C. MASTER, Directors.
F. T. CHAPPLE

I beg to report that I have examined the foregoing balance sheet with the books and vouchers of the Company and certify that I have obtained all the information and explanations I have required and that the balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at the date named and according to the best of my information and explanations given to me and as shown by the books of the Company. The stock is certified by Mr. Chapple.

H. PERCY SMITH, F.R.C.A., Auditor.
Hongkong, September 23rd, 1913.

BUSINESS IN CHINA.

The following note appears in the *British Trade Review* of September 1st:—
The latest revolution in China has embroiled many British merchants, who were well sold forward to coast houses, and also to interior markets. With the cable hints that large shipments will for the present be unwise, owing to the disturbed state of the country, the export of cotton fabrics and of general goods of all sorts has been checked; but it is hoped that, when the revolutionists have had their fling and there is prospect of a more settled state of affairs, trade will expand. The business opinion is that the opening up of the empire cannot be delayed, and railway contractors, as engineers, and other industrial firms, as well as shippers of cotton goods, are looking forward to the more modern that must spring from the more modern needs of the vast population. In fact, now the markets promise to be more settled, and there is less commercial disquiet, and the Yangtze and in the Treaty ports, several well-known houses in the North of England are making arrangements to send out special travellers. With the changing industrial and commercial conditions in the Far East, manufacturers are convinced that there will be far greater possibilities of well, work through India, China, and Japan.

THE CHINA ASSOCIATION.

RECENT ACTIVITIES OF THE GENERAL COMMITTEE.

Meetings of the General Committee of the China Association were held on July 15th and August 12th. The more important subjects dealt with and the resolutions taken are set out below:—

OPIUM.

Letters from Messrs. E. D. Sassoon & Co., enclosing copies of their correspondence with the Foreign Office, were read and considered.

The correspondence showed that further serious difficulties are being placed in the way of the disposal of existing stocks, and that, as regards Shanghai, deliveries were being effected only in small parcels by Chinese dealers smuggling through the native city. Up to the end of June limited shipments were possible from Hongkong to Southern ports, but the return to the Colony of a shipment of twenty-five chests recently made to Pootung indicates that these outlets may soon be closed. The prospect of passing into circulation the large stocks still held in Shanghai and Hongkong is thus becoming very remote, and a serious crisis is threatened. The Committee fully appreciate the gravity of the situation, but considered that in view of the chaotic condition of affairs in China they could not usefully add anything to the case already presented to the Foreign Office of February 15th, 1913, Annual Report, 1912-13, p. 43.

TENDERS FOR WORK AT BRITISH LEGATION.

Letters from several British firms in China were laid before the Committee which presented the following facts:—
Tenders for certain electrical and mechanical work to be done at the British Legation, Peking, were invited in April, 1911, from British firms, by H.M. Office of Works at Shanghai. On account of the political disturbances in China the tenders were notified, in the following December, that the Board would not proceed with the work. After a lapse of eighteen months, and with no further prelude, announcement was made that a tender by Messrs. Siemens & Co. had been accepted. This procedure was naturally resented by the other firms, who were given no opportunity of revising their estimates, which, owing to higher exchange, might have been materially reduced.

A letter was therefore addressed to the Foreign Office asking that the Board of Works be moved to explain.

The reply was anything but satisfactory. In substance it was to the effect that the Board's original intention was to invite fresh tenders; but, as it became necessary to proceed with the work at short notice, to do so would have caused delay. The Board therefore called upon the two lowest tenders to submit revised tenders, and Messrs. Siemens & Co., having satisfied the Board's officers that they might be regarded as a British firm, were successful.

In so far as Messrs. Siemens & Co. own large works in London and Stafford, and the undertakings were given that the work itself should be carried out in England, their right to tender has not been challenged. But the fact remains that the firm is predominantly German, and is regarded as exclusively so in China; a glance at the Directory will show that of their twenty-one employees in China not one is English.

The unfortunate consequence of their action was not doubt unforeseen by the Board of Works; but it cannot be gainsaid that their irregular procedure has led to the disadvantage of British manufacturers.

Acting upon a suggestion made by the Tientsin branch, copies of the correspondence were sent to the British Engineers' Association. That Association has had the question under review for some time past, and in view of certain additional information supplied by the China Association, it decided to ask the Board of Works for permission to publish authoritatively in the Press of China the names of the contractors for the manufacture of the plant, as a refutation of German statements.

SERVICE ON SHANGHAI MUNICIPAL COUNCIL.

A letter from the Shanghai Branch was read again bringing before the Committee the importance of securing for service on the Municipal Council the representatives of all British firms of standing, and pointing out that while the vast majority of firms took their share in this honourable service there were still one or two prominent institutions who had hitherto refused permission for election. It was decided to address letters to the firms indicated, and the Committee believe their representations will not be without effect. It has been urged that the larger the stake a firm has in the trade of China the more incumbent it is that its representative should take his share in the local government under which Shanghai has so long prospered.

COMPANIES REGISTERED IN SHANGHAI.

In the course of a judgment delivered at Shanghai in a case concerning share transactions, Mr. F. S. A. Bourns, Assistant Judge, said:—"We want a clear, hard law and strong administration both in regard to registration of companies and to forward share contracts. Until our legislature has provided this, there can be no return to the conditions that reigned here before 1900." The Shanghai branch, in drawing attention to this important pronouncement, asked that the Foreign Office might be asked to expedite a settlement on this question, the main principles of which, it is understood, have been agreed to between the Foreign and Colonial Offices. The Foreign Office in replying to the committee's representations said that the whole question of the control of the companies in China, and the further question of the provision of facilities at Shanghai for the incorporation of companies in the British Empire, were engaging the most serious attention of Sir Edward Grey, but that he was not in a position to make any definite pronouncement on the subject.

While the Committee could appreciate the demands upon the time of Sir Edward Grey, disappointment was expressed that no information was forthcoming as to the progress made in disposing of a question which arose so long ago as October, 1910.

HONGKONG UNIVERSITY.

Professor C. A. Middleton-Smith, Dean of the Faculty of Engineering of Hongkong University, addressed a special appeal to the Committee to assist him in obtaining subscriptions to provide an adequate teaching staff for the engineering faculty, for which British manufacturers have promised equipment to the value of \$3,000. The Committee decided to circulate a further appeal, with a statement of the grounds on which it may appear to commend itself.

THE REBELLION.

Several telegrams which had been received from Shanghai and one from Hongkong were read.

The first of these alluded to the impending rebellion in China, and suggested the return of the British fleet—then cruising in Northern waters—to patrol the Yangtze, in view of the spread of trouble in that direction. It also stated that foreign and native merchants in Shanghai were strongly in favour of all foreign Governments giving concerted support to Yuan Shih-kai in the crisis. Further, the opinion was expressed that if it became known in Peking that the British Government would uphold the President, a settlement of the difficulty might soon be reached, especially as the backing of the rebels then appeared to be wavering.

The message from Hongkong strenuously supported the advocacy of Shanghai, pointed out the detrimental effect the rebellion was having upon trade, and closed with the significant statement that it had no support from Chinese merchants there or in Canton.

SHANGHAI SETTLEMENT EXTENSION.

A telegram from the Shanghai branch was read. It stated there was every indication that if the question of extending the boundaries of the Settlement were then raised, it should have a satisfactory issue. Stress was laid on the fact that Chapei was then occupied by an international naval contingent; that its civil administration was in a chaotic condition, and that the native residents, including the chairman of the so-called Council, favoured the establishment of foreign supervision.

The committee were of opinion that no more favourable moment was likely to occur for accomplishing the extension of the Settlement, and so putting an end to the perennial Chapei difficulty and danger. It was, therefore, decided that a letter strongly supporting the Shanghai telegram should be written to the Foreign Office.

In view of previous correspondence it was thought unnecessary to enter into lengthy particulars, but the following, emphasizing a new danger and a further argument for the inclusion of Chapei within Settlement limits, may be quoted:—"To the inconvenience of having at its doors a district ill-administered, a refuge for bad characters, and a source of chronic friction has now been superadded the fact that the region became, for a time, and may become again, a storm-centre occupied by insurgent troops, and a grave menace to the safety of residents in the immediately adjoining Foreign Settlement. The case for its inclusion and providing a practicable boundary capable of defence in case of need appears to the Association to have been so greatly strengthened by these incidents that they have no hesitation in representing their desire of taking steps to accomplish the purpose."

(A reply has since been received to the effect that His Majesty's Government is prepared to support any scheme which may be initiated by the Consular body at Shanghai and receives the approval of the Diplomatic Corps at Peking.)

TRADE MARKS IN CHINA.

A letter was read from the Foreign Office which stated that the Japanese Government was unable to agree to a provision for the protection of unregistered marks in China, and that, in consequence, Sir E. Grey presumed the Association would consider it advisable to drop negotiations altogether.

The Committee directed that a reply should be sent to the Foreign Office saying that Sir E. Grey had correctly gauged their opinion.

RAILWAY IN SOUTH CHINA.

A letter from the Hongkong Branch was read in which stress was laid upon the importance of securing to Hongkong a through connection with the great trunk line between Hankow and Canton, and urging, with that end in view, the desirability of linking that line with the railway now running between Kowloon and Canton.

The Committee fully appreciated the importance of the point, but considered that the question was one that had better be raised locally. It was understood that the authorities of the Chinese section of the Canton-Kowloon Railway were equally anxious to secure a connection, and that only lack of funds prevented the work from being undertaken. It was decided to defer taking action pending further advice from Hongkong.

ANNUAL DINNER.

It was decided that the annual dinner should take place at the Whitehall Rooms, Hotel Metropole, on Wednesday, October 29th, 1913, at 7 p.m.

The acoustic properties of buildings are still very much a secret to be discovered by the architectural profession. The other day Lord Deedes brought an action against some architects and builders in the London Courts for faulty construction and won his case. Mr. Justice Bailhache heard the plaintiff, in delivering judgment said:—"The worst thing about the house is the transference of sound from one part to another. I would like to grant Lord Deedes something to compensate for that, but I am persuaded that the question of sound is ill-understood by architects and that one must not expect more of a man than the average of his profession, or what I called yesterday the standard mind."

RUBBER AS AN INVESTMENT.

PLANTATION PROBLEMS.

[BY A CORRESPONDENT OF "THE TIMES."]

The bulk of the investing classes are somewhat chary of putting their money into what they conceive to be the highly speculative rubber industry. They have on the surface excellent reasons for being sceptical about the safety of their capital. The history of the past three years of Rubber share values has demonstrated how easy it is to lose a half or even two-thirds of the capital and still to have a haunting fear that perhaps more of it will vanish. Almost every one knows of a friend or a friend's friend who bought shares, say, at \$20 apiece, and now finds he cannot sell them at \$7, or much-valued 2s. shares at 6s. and sees the market price quoted at round about 1s. He also hears and reads of shareholders demanding their money back from company promoters, of rubber companies being wound up with the total loss of the capital subscribed, or of companies whose \$1 scrip is valued at the price of a tip to a City waiter. It is patent also to the world at large that the production of plantation rubber is increasing at the rate of 20,000 or 30,000 tons a year, and that the price of the raw material has been rapidly on the downward grade. The pessimist foresees the time approaching when the best plantation companies will be fighting amongst themselves for profit of a few pence a pound, and the shareholder will be thankful to get his 5 per cent. on the par value of his shares. Such a time, no doubt, is coming. The point is, when?

The violent ups and downs in the share market—more particularly the ups—have been due to a short-sighted view of the industry. The value of a share is not to be estimated by the price of rubber on any one given day. When rubber was 12s. a lb. (for a day) the man in the street struggled hard to buy a share at 35 times its original value on the assumption that the company would continue to pay for at least dividends at the rate of 400 per cent. or more! The holder of such shares now sadly realizes the force of the truism that shares should not be bought on temporary views of the moment, and lest of all during the excitement of a "boom" on the Stock Exchange.

OPTIMISM OF INVESTORS.

The great majority of people who have been interested in rubber from the outset are interested still. They have not parted with their shares even during "boom" times, except perhaps to make a favourable exchange from a highly capitalized dividend payer into a promising young producer. There are planters in the East and their friends, financiers, lawyers, retired Eastern officials, who have backed away large sums in rubber, sometimes even to the greater part of their savings, and they are not by any means anxious to sell their shares and get out of a so-called speculative industry. They retain a firm confidence that in no other industry can so large a yield be obtained on their money and so great a measure of security for their capital. Such men must have good reasons for the faith that is in them; and it may be useful to examine what some of these are.

First, these optimists in rubber are interested in plantations in the Middle East; that is to say, in the Federated Malay States, Straits Settlements, Ceylon, Java, Sumatra, Borneo, and Southern India. The climate and labour conditions render this part of the globe especially first in rubber production, and it is quite certain that the world's future supplies of rubber will be drawn almost exclusively from the Middle East. The forests of wild rubber, whether it be from the forests of the Amazon or from the jungles of Africa, will absolutely cease with the exception that a certain amount of fine hard Para will continue to be collected for some time at a high price to fulfil special requirements.

The second outstanding fact is that the use of rubber is growing rapidly, and that the cheaper it becomes the greater will be the consumption. The extension of mechanical traction alone will require in the near future thousands of tons of rubber where hundreds are now consumed. It is estimated that 112,000 tons of rubber were bought by manufacturers in 1912. It need astonish no one if 500,000 tons are required in 1920. It is the hope and the reasonable inference of the rubber optimist that even with a still lower price for the raw material he will see his capital returned in dividends together with a handsome rate of interest long before the supply of cultivated rubber begins to exceed the demand. The rubber optimist in 1913 is estimated at about 125,000 tons and the production of plantation rubber about 50,000 tons. It is thus obvious that the plantation product has to outstrip the remaining 75,000 tons of wild rubber and then to catch up the increased and increasing demand before the ordinary laws of supply and demand come into operation. At what length of time that point will be reached presents the most interesting problem in the rubber industry, and it is this uncertainty which is at once the fascinating and speculative part of the business.

HOPES OF HIGHER PRICES.

With such a remarkable drop in the price as has taken place this year, the wild product may, it is thought, by the sanguine, disappear so rapidly that there may actually be a short supply, which will again put the plantation article at a high premium for two or three years, or at any rate for a sufficient period to strengthen the position of the investor immensely.

The returns that an intending investor in Rubber shares may expect on his holdings depends, of course, on his choice of share, as well as on the law of supply and demand which will ultimately come into force. For his purposes the plantation companies in the Middle East may be roughly divided into two classes—the old dividend payers and the young producers. The old dividend payers have the bulk of their land in full bearing. They have survived all the troubles of pioneers; their costs of production are low, and they pay high dividends, in many cases over 100 per cent. The price of the shares is equally high, and the dividends depend entirely on the rise and fall in the price of rubber.

The young producers are companies which are just coming into bearing. The cost of production is high, and they are often short of capital. The best of them manage to pay dividends from a production of about a third or less of their planted area. Their shares stand at a moderate figure, and their increasing production should be usually sufficient to maintain and perhaps increase the rate of dividend. The average first-class young producer will pay 10 to 15 per cent. when in full bearing, reckoning profits at 3d. a pound—that is to say, when rubber is selling at 2s. a pound or perhaps less. To put it in other words, a good young producer is capitalized at from \$50 to \$75 an acre when in full bearing.

The market price varies with the stage of development at which the company has arrived, but generally speaking it is lower than it has been at any time since the spring of 1910. The shares of a fair number of companies can be bought at a price which represents less than \$100 per acre in full bearing. A company capitalized at \$100 an acre should give a yield of 7½ per cent. with 6d. a pound profit, but it is not expected that the profit will fall to this figure for a year or two yet, and until the fall does take place the dividends should be proportionately larger.

YOUNG AND OLD PRODUCERS.

It should be noted that the capital per acre in full bearing is a very different thing from capital per planted acre. In the second case all rubber that is less than five years old is unproductive, and the amount required to bring it into bearing must either be added to the capital, or subtracted from the dividends. If the investor is unable to make the calculation himself, he should get the assistance of one who knows. It may be taken as an axiom of safety for the cautious investor that he should not purchase a share which is capitalized at more than \$100 an acre in full bearing.

There are also second-class young producers short of capital and using their entire revenue for maintenance purposes whose shares stand at a discount, and sometimes much below their intrinsic value. The ultimate returns on the market price will be much more than 10 or 15 per cent. at 6d. a lb. profit, but the holder has to remain without dividends for two or three years, and hold a share which it is easy to buy but difficult to sell except at a loss. For the plucky investor these are without doubt the best shares to buy, but trustworthy expert opinion is required on a purchase, as there are shares of many young producers which are decidedly expensive at a discount. As regards the old dividend payers, it may be shortly prophesied that none of them will pay 7½ per cent. on the present price of the shares when rubber is selling at 6d. a lb. profit. Should the price of rubber recover and remain at about 4s. a lb. for two or three years there is no doubt that the purchase of an old dividend payer would be an excellent investment, but with rubber between 2s. and 3s. per lb. the young producer is by far the safer venture.

The young producers have also this advantage, that their careers for the next ten years will benefit by the costly experience of the older companies. The history of plantation companies does not date back longer than ten or twelve years. Not one acre of rubber has been continuously tapped for more than ten years, and no one can foretell what may happen when the trees have been tapped day after day for 30 years. The latex may cease flowing; the trees may die or require to be rested for long periods. Should this happen it will all be to the profit of the young producer, as the statistics of the production of rubber and the consequent price will have to be radically revised. The investor, therefore, who has the necessary knowledge or force, who can rely on expert opinion has the opportunity now of acquiring shares at a price on which there is every probability of receiving at least 10 per cent. over a period of years and a sporting chance that his dividends may be 20 per cent. or more during two or three years of that period.

A NEW MACHINE GUN.

TRIALS IN PEKING.

Messrs. Armstrong, Whitworth's new machine gun was given an official trial on Saturday, the 20th inst., at the International Rifle Range, Peking, officers from the War Ministry and Ministry of the Navy and the British, American and Italian Legations being present.

Mr. Waters, Messrs. Armstrong, Whitworth's representative, carried out the firing, which was most successful in every way; 297 rounds were automatically fired at a target measuring six feet by six, at a range of 500 yards; 231 hits were plainly discernible, mostly in the head and shoulders of the figure of a man painted on the target.

The gun and tripod were then placed in their lowest position, and the firer, lying prone on the ground as for skirmishing purposes, at first fired at the target and then, sweeping the fire over a large area, distributing a stream of well-placed bullets, demonstrated the remarkable ease with which the gun could be manipulated for skirmishing. Finally, 600 rounds were fired continuously in less than a minute. The gun worked splendidly and evoked the highest commendation.—*Reuter.*

THE PIRACY OF THE "LICORNE."

Seven persons have been sent to hospital suffering from knife and bullet wounds sustained in the piratical attack on the s.s. "Licorne" in Chinese waters. None were seriously hurt.

One of the passengers on the vessel states that he had amongst the cargo a case containing 50 grey felt hats, four bottles of Florida water, 25 dozen handkerchiefs, 18 pieces of silk, 28 blankets, and 10 bed covers, the total value of the articles being about \$220. The case was stolen.

NOTES AND NEWS.

An enterprising candidate at the recent election for the French Departmental Councils made use of the cinematograph in his election campaign. The inhabitants of districts which he was unable to canvass in person were invited to see a number of films of general interest, as well as a series showing the would-be "councillor general" in various phases.

The introduction of "The Church's One Foundation" into the new melodrama at the Lyceum recalls to mind, says a London paper, a rather wicked story of Archbishop Temple. He is said to have protested that he was sick to death of the hymn and of cold chicken. He was confronted with the one at every service he attended, and offered the other whenever he lunched with a clergyman.

In view of the prices which Gainsboroughs have been fetching, the gift of Mrs. Graham as a Housemaid, by Rosalind Lady Carlisle, to the National Gallery, is especially valuable. It is not so long since that one of his works brought £20,000, and in private sales as much as £14,000 has been paid for examples of the great artist's work. Yet for carrying his pictures from Bath to London, Gainsborough painted a landscape and presented it to the public carrier.

The State Banquet at Buckingham Palace in honour of the wedding of the Duchess of Fife and Prince Arthur of Connaught is to be notable by reason of the fact that both Prince Arthur and Princess Mary are expected to be present for the first time. There will be a very large assembly of the members of the Royal family, and the invitation will be limited for the most part to the official and diplomatic circles and intimate friends of the bride and bridegroom. The only toast offered will be that of "The health of the young couple," proposed by the King.

INTIMATIONS.

WHY LOSE YOUR HAIR



CUTICURA SOAP SHAMPOOS

And occasional light dressings of Cuticura Ointment will prevent it when all else fails.

Sample of each with 25¢ book free from nearest dealer: Newbery, 27, Chancery Lane, London, E.C.4. T. S. & Co., Sydney, N.S.W.; T. S. & Co., Cape Town; T. S. & Co., Calcutta and Bombay; T. S. & Co., Rangoon; T. S. & Co., Hongkong; T. S. & Co., Shanghai; T. S. & Co., Peking; T. S. & Co., Tientsin; T. S. & Co., Hankow; T. S. & Co., Canton; T. S. & Co., Singapore; T. S. & Co., Batavia; T. S. & Co., Java; T. S. & Co., Sumatra; T. S. & Co., Borneo; T. S. & Co., Southern India; T. S. & Co., Ceylon; T. S. & Co., Malaya; T. S. & Co., Straits Settlements; T. S. & Co., Federated Malay States; T. S. & Co., Middle East; T. S. & Co., Amazon; T. S. & Co., Africa; T. S. & Co., Jungles of Africa; T. S. & Co., Forests of the Amazon; T. S. & Co., Wild rubber; T. S. & Co., Supply of cultivated rubber; T. S. & Co., Demand for rubber; T. S. & Co., Ordinary laws of supply and demand; T. S. & Co., Point of time that point will be reached; T. S. & Co., Most interesting problem in the rubber industry; T. S. & Co., Uncertainty which is at once the fascinating and speculative part of the business.

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS.)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD.

7 18

THE LANCET

MARTIN'S

APIOLE & STEEL
the Indian **PILLS**

A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that in the first place, if any irregularity occurs, they can immediately take them, and thus prevent it from becoming a serious ailment. It is sold by all Chemists and Druggists and is the most reliable and safe medicine for the treatment of all the above-mentioned ailments. It is sold by all Chemists and Druggists in London, Bristol, Southampton, and

MARTIN'S

APIOLE & STEEL
the Indian **PILLS**


THE LANCET

Returning amid another salute to the inner court of the Castle, Dom Manoel and Dofia Augusta de Braganca listened to the songs and recitations of a number of girls in peasant costume. They then drove to visit the bride's grandmother, the Princess Dowager Leopold of Hohenzollern, who was herself an Infanta of Portugal, being the daughter of Dofia Maria da Gloria.

After the wedding breakfast—at which the bride's father, in proposing her health, deplored the departure of his only daughter—and later in the afternoon, the Dowager Princess returned the visit at the Castle, after which the married pair left quietly by motor for Munich.

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS
DRAGON
BRAND
CEMENT



A circular logo for Dragon Brand Portland Cement. The outer ring contains the text 'PORTLAND CEMENT' at the top and 'INDO-CHINA PORTLAND CEMENT CO. HAIPHONG' at the bottom. In the center is a detailed illustration of a dragon, facing left, with its mouth open as if breathing fire. The dragon is coiled around a central emblem.

HIGH
QUALITY
BUILDING
CEMENT

ALWAYS IN STOCK

Apply to P. SOFFIETTI & Co., 14, Des Vœux Road Central, 1st Floor. Telephone 239.

At the wedding breakfast the Prince of Hohenzollern proposed the toast of the bridal pair. Addressing his daughter, Prince William said:—

From to-day onwards you belong for all time to your husband. Be to him a true support, helpmate, and self-sacrificing companion in sorrow as in joy. Be to him his happiness and sunshine in darker as in brighter days. For the third time in a little more than 50 years the ancient and illustrious Houses of Portugal and Hohenzollern have been united. From these unions have sprung rich blessings, and so we may all wish with sincere heart to the bride and bridegroom God's richest blessings and protection.

Raising his glass, the Prince of Hohenzollern cried:—

Long life to the young couple their Majesties King Dom Manoel and Queen Augusta Victoria. *Reiter.*

At a meeting of the subscribers yesterday a deputation, comprising the Mayor and Mayoress of Richmond, was appointed to make the presentation to Dom Manoel on his return to his residence at Richmond.

On the return from their honeymoon Dom Manoel and Dona Augustina will take up their residence at Fulwell Park Twickenham, as Dom Manoel has disposed of the lease of his house in Richmond.

man down like indigestion or liver trouble;
or so surely as a course of Mother Seigel's
nervine remedy, made of roots, barks and
the stomach, stimulates the liver and bowels,
it creates appetite, and assists digestion.
It will make and keep you well and strong.

OTHER S SYRUP


...nearly wrecked my health. I had begun
...my attention was called to Mother Seigel's
...ful remedy set me right, and for years since
...man. I attribute that fact to Mother Seigel's
...rs Rd., Walsall Wood, Walsall, Staffs. 29/11/12

mic you need.

Year	Percentage of Population Aged 65 and Over
1950	7.5
1951	7.6
1952	7.7
1953	7.8
1954	7.9
1955	8.0
1956	8.1
1957	8.2
1958	8.3
1959	8.4
1960	8.5
1961	8.6
1962	8.7
1963	8.8
1964	8.9
1965	9.0
1966	9.1
1967	9.2
1968	9.3
1969	9.4
1970	9.5
1971	9.6
1972	9.7
1973	9.8
1974	9.9
1975	10.0
1976	10.1
1977	10.2
1978	10.3
1979	10.4
1980	10.5

**M
O
U
T
R
I
E
'S**

**The
treasury
of the
world's
best music**



That's what the Victor-Victrola really is. It holds in store for you the best music of the entire world—the musical gems of the great masters, the latest popular music, everything you want.

All yours to enjoy whenever and as often as you wish. Doesn't that interest you? Wouldn't you like to hear your favorite selections on the Victor-Victrola? Come in at any time.

**M
O
U
T
R
I
E
'S**

PRICES \$35 TO \$225.

EXCLUSIVE DISTRIBUTERS:

S. MOUTRIE & CO., LTD.

626-4

BANKS

**NEDERLANDSCH-INDISCH
HANDELSBANK.**
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital .. Fl. 17,407,000 (£1,450,583)
Reserve Fund Fl. 6,518,000 (£543,168)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKER :
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

THE BANK transacts every description
of Banking and Exchange Business, receiving
money on Current Account at the rate
2 per cent. per annum on Daily Balances.
Rates on Fixed Deposit can be ascertaining
on application.

G. VERMEY, Manager,
No. 8, Des Voeux Road Central.
Hongkong, 18th August, 1913

[21]

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 38, Bishopsgate, E.C.

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

CAPITAL AND SURPLUS \$7,000,000
equal £1,400,000

EVERY DESCRIPTION OF BANKING
BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED

MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and **DRAFTS** granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.

9, Queen's Road,
Hongkong, 2nd November, 1912. [230]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000.
RESERVE FUND £1,700,000.
RESERVE LIABILITY OF PROPERTIES £1,200,000.
TOTALS £4,100,000.

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened.

FIXED DEPOSITS received for 1 year and shorter periods at rates which will be quoted on application.

A. S. HEWITT,
Acting Manager
Hongkong, 14th April, 1918. [1]

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS:—
STRIKING
 \$1,600,000 at 2/— \$15,000,000
SILVER \$17,450,000

..... \$32,450,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COUNCIL OF DIRECTORS.
S. H. DODWELL, Esq.—Chairman.
Hon. Mr. D. LANDAU—Deputy Chairman.
G. Friesland, Esq. J. A. Plummer, Esq.
C. S. Gubbay, Esq. W. L. Patterson, Esq.
P. H. Holyoak, Esq. H. A. Siebs, Esq.
G. R. Laurence, Esq. Hon. Mr. E. Shelton.
F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABBS.

MANAGER:

moon will park, closed d.

THE MEROANTILE BANK	
INDIA, LIMITED.	
Authorised Capital	£1,500,000.
Subscribed "	1,125,000.
Paid-up "	592,000.
Reserve Fund	415,000.

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 4 a. 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which will be ascertained on application.

A. B. LINT
Manager

Hongkong, 14th July, 1913.

Shanghai - A. G. STEBBIN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG - INTEREST ALLOWED.
On Current Account at the rate of
per cent. per annum on the Daily Balance.
On Fixed Deposits:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/4 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
N. J. STEBBIN,
Chief Manager.
Hongkong, 16th August, 1913.

OKOHAMA THE
HUMPHREY

THE BANK OF TAIWAN, LIM
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER).

Capital Yen 10,
Capital Subscribed (paid up).....Yen 6,
Reserve Fund Yen 2

HEAD OFFICE: TAIPEH, FORMOSA

BRANCHES AND AGENCIES:

Amoy	Swatow	Taipei
Amping	Kobe	Tan
Canton	Nagasaki	Tok
Keelung	Osaka	Yok
	Shanghai	

HONGKONG OFFICE,
3, DES VEAUX ROAD.
Interest allowed on Current
Deposits received on terms which
had on application

K. TSUDZURABARA, M.
Hongkong, 31st May, 1913.

1878

LIMITED

ALL

000,000

250,000

620,000

dan

nsui

yo

kobahama

Account

may b

anager.

1888

THE SPECIE

YOKOHAMA LIMITED.

AUTHORISED CAPITAL Yen 48,000,000

PAID-UP CAPITAL Yen 30,000,000

RESERVE FUND Yen 18,200,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at

Amoy-Hsin	Liao-Yang	Ryooju	(Port
Calcutta	London	San F	
Bombay	Los Angeles	Shang	
Chang-chun	Lyons	Trilin	
Dairen (Dalny	Nagasaki	Tientsin	
Fengtien (Mukden)	Newchwang	Tokyo	
Hankow	New York		
Harbin	Osaka		
Hongkang	Peking		
Kobe			

INTEREST ALLOWED ON CURRENT A

Deposits received for fixed periods

to be obtained on application.

1888

Hongkong, 31st March, 1918.

Remarkable New Cure for Grey or Faded Hair.

WONDERFUL DISCOVERY BY THE INVENTOR OF HARLENE "HAIR-DRILL."

How to re-awaken the colouring function of Grey or White Hair.

Is there a common cause for all Hair Troubles? Some people who have gone into the question only superficially may at once jump to the conclusion that there is one common cause for all forms of hair-trouble.

This is not so, however, as anyone may see who looks around and notes the large number of people who retain heads of hair to a quite advanced age that are quite good heads of hair with the one exception that the hair is grey or white.

There are many people with plenty of hair which has gone grey at the sides, around the ears or upon the temples.

Either less common, perhaps, are the cases where the hair has lost its colour in streaks, round, or otherwise irregular patches.

And all these different cases of colour-deserted hair can be cured by "Astol," this new discovery of Mr. Edwards—a trial of which one is now offering free of any charge or obligation to all the readers of this paper.

A Trial Treatment of this Wonderful Cure.

It does not matter one little bit how long you have been troubled with this Hair-Loss-of-Colour; it does not matter how many times you have tried to Renew its colour without avail—all you have to do is to write to Mr. Edwards and he will show you how to restore your Grey or White Hair.

Indeed, he will do more—much more.

To every lady or gentleman troubled with—

—Hair that has become grey all over.
—Hair that has turned grey at the sides.
—Hair that has grown grey over the temples.
—Hair that has become streaked with grey,
he will send, without making the slightest charge,

A complete Hair-Colour-Restoring Outfit with full instructions of the treatment which completely restores the natural colour to Grey or White Hair.

Here, for you, is a cure ready to hand. All you have to do is to fill up the coupon below and send to Edwards' Harlene Co., 124, High Holborn, W.C., Eng., together with 8 cents stamps to cover cost of postage, and a Trial Outfit of this great Colour-Restoring Discovery will be sent to you by return.

Further supplies of "Astol" may be obtained from all chemists, or sent direct on receipt of P.O. money order.

FREE HAIR-COLOURING RESTORING.

To Messrs. EDWARDS' HARLENE CO., 124, High Holborn, W.C., England.

Dear Sirs,—I would like to try "Astol," your new discovery of how to restore the original natural colour to my hair, and I accept your offer of a free trial of your treatment. (Enclose 8 cents stamps for postage to any part of the world.)

Name.....

Address.....

Hong Kong Disp. Press

MARCHING POWERS OF WORLD'S ARMIES.

Interesting points on the marching powers of an army were touched on by Captain G. Harvey, R.A.M.C., in an address at the Medical Congress on the physiology of physical training in marching. The President of the section, Surgeon-General Sir A. W. May, Medical Director-General of the Navy, was in the chair.

Captain Harvey said the marching powers of an army were largely dependent on the thoroughness of the physical training it had undergone. This had not always been recognised, and was partly due to the fact that in pre-railway days troops got more training in marching than they do now. To a great extent the haphazard methods of training troops for war had given place to carefully thought-out principles based on scientific investigation. Dealing with the rise of temperature that occurs in a man on the march, Captain Harvey said that from numerous observations it had been found that the average rise of temperature during marching amounted to 2.2°F., thus raising the temperature to 100.6°F. Anything above that temperature was dangerous.

Medical officers on a march should train themselves to recognise by the look of a man when his temperature was approaching a dangerous line. The production of heat was influenced by many factors, principally the weight of the load carried. Every extra ounce of weight a man had to carry had an effect in raising the temperature. The manner in which the load was carried was also very important, for a badly-balanced load caused increased muscular exertion. Pain caused by sore feet and strained tendons also caused increased heat. Next came the evaporation and dissipation of heat. With regard to the former, the nature and extent of the clothing and the way in which it was worn were the most important points. When possible, also, troops should march with open ranks. As to water-drinking, Captain Harvey did not advocate frequent and indiscriminate drinking, but maintained that, particularly in hot climates, a plentiful supply of water was necessary to prevent heat and heat-stroke.

Colonel Jarvis, U.S.A., said that what had struck him was the contrast in the rates at which the various armies of the world marched. He criticised the pace at which the English troops marched, and remarked that he wondered how they kept up the pace as they did. The United States troops marched at approximately 120 steps per minute, which he thought, was the average walking pace of a man. A point not generally recognised in the training of infantry soldiers was the development of automatism. Colonel Jarvis did not advocate the drinking of much water when marching. A lemon, he said, gave more satisfactory results. As to resting intervals, he said soldiers in the U.S.A. had five to ten minutes' rest every three miles.

Colonel Jones, head of the Canadian Medical Service, took a very pessimistic view of the marching powers of the armies of the future, for with the increased facilities for conveyance, in a few years the people, he said, "would have no legs at all."

The president recalled the march to the relief of Khartoum, when he was himself the medical officer in charge of the naval party. The march was made for 250 miles, he said, over a waterless desert, and over bad surface. Their total daily allowance of water for drinking and washing was three tumblersful, and he found from personal experience that the quantity they were given for consumption during the march, which was exactly one tumblerful, was a great deal better not touched at all. He also found that if he once began to drink he wanted to continue, so long as he refrained from drinking the desire for water passed off. Speaking of sore feet, the president said that if precautions were taken they could be avoided altogether. On the same march a large number fell out with sore feet. On the return march, which had to be made "light" they were ordered to throw away all their stores. Among these were a number of barrels of engine-oil, and he ordered them to be saved. He made the naval men pour the oil into their boots, and nightly, no matter how tired he was, he inspected every man's feet. Consequently not one of the naval detachment fell out with sore feet.

TALKING PHOTOGRAPHS.

INVENTION THAT PROMISES A REVOLUTION.

A promise is held out to us of an invention which will, if it does what its inventor claims for it, leave both the phonograph and the gramophone far behind.

Mr. T. H. Williams, an electrical engineer, claims to have invented an improved method of recording and transmitting sounds, which will enable individuals or audiences to hear reproductions of sermons, speeches, plays, etc., much better than under present methods.

Mr. Williams has discarded the present principles upon which the gramophone and phonograph are founded. He has taken up the photography of sound, and is working upon the lines which this scientific discovery has suggested.

There are two ways in which Mr. Williams desires to make use of his invention, should he be able to perfect it. The first, says the *Chronicle*, is in connection with cinematographic pictures, whereby the sounds which should properly accompany these pictures are simultaneously recorded on photographic films, which constitute the negative from which prints can be taken. This is to be done by an instrument to which Mr. Williams has given the name of the "photophone cinematograph."

The prints are then passed through another instrument, which has received the name of the "electric pneumatic audiphone." This instrument reproduces the sounds which have been photographed as loudly and distinctly as the originals.

A HOUSEHOLD NECESSITY.

IN the best regulated families the little ills of life will creep in. Some member of the family circle may occasionally suffer from Biliousness and Indigestion, and one or the other will from time to time exhibit the well-known symptoms of Constipation. From these little troubles more serious complaints arise, and should therefore not be neglected. The slight headache, bad breath, and a discoloured tongue are the index to a disordered stomach; and the necessity of keeping a safe, sure, and reliable remedy in the house is apparent. By following such a course the more expensive method of calling in a doctor will be found quite unnecessary. That Dr. Morse's Indian Root Pills are the very best Family Medicine is vouched for by thousands of grateful men and women who speak from personal experience.

Dr. Morse's Indian Root Pills are not simply a purgative medicine which forces the food out of the body, depriving the stomach of its nourishment and thus starving the system. They contain the essential properties that are temporarily lacking in the stomach through weakness, and complete the digestion and assimilation, and so restore the functions of the digestive organs by obtaining the maximum of nutriment from the food which sustains the body and assures good health.

Dr. Morse's Indian Root Pills are an efficient, reliable, and safe remedy placed on the market at a price within the reach of all. The Pills being sugar-coated, are pleasant to take, and retain their full medicinal properties. They are packed in amber-coloured bottles—not in cheap wooden or pasteboard boxes—and are thus always fresh and clean, impervious to moisture, unaffected by climatic conditions, and do not deteriorate by keeping as all liquid medicines do.

They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Pimples, Boils and Blotches, and for Female Ailments.

DR. MORSE'S INDIAN ROOT PILLS FOR THE LIVER

FOR SALE BY WATKINS, LTD., WHOLESALE AND RETAIL AGENTS, AND CHEMISTS AND STORES GENERALLY, AT 60 CENTS PER BOTTLE, OR WILL BE FORWARDED ON RECEIPT OF PRICE BY THE W. H. COMSTOCK CO., LTD., SOLE PROPRIETORS, 21 FARRINGTON AVENUE, LONDON, ENGLAND.

They do not Weaken. They do not Sicken. They do not Grip.

Rest and Comfort for the mother and health for the baby follow the use of the 'Allenburys' Foods. They resemble healthy human milk in composition, nutritive value and digestibility. Babies fed on the 'Allenburys' Foods invariably thrive well.

The Allenburys' Foods

MILK FOOD No. 1. MILK FOOD No. 2. MALTED FOOD No. 3. The 'Allenburys' RUSKS (Malted)

From birth to 12 months. From 12 to 18 months. From 18 months upwards. From 10 months upwards.

Pamphlet "Infant Feeding and Management" sent free.

Allen & Hanburys Ltd., 2a, Peking Road, Shanghai, S.O. Box 150, and London, England.

LLOYDS BANK LIMITED.

Subscribed Capital, £26,304,200.

Paid up Capital, £4,273,672. Reserve Fund, £2,900,000.

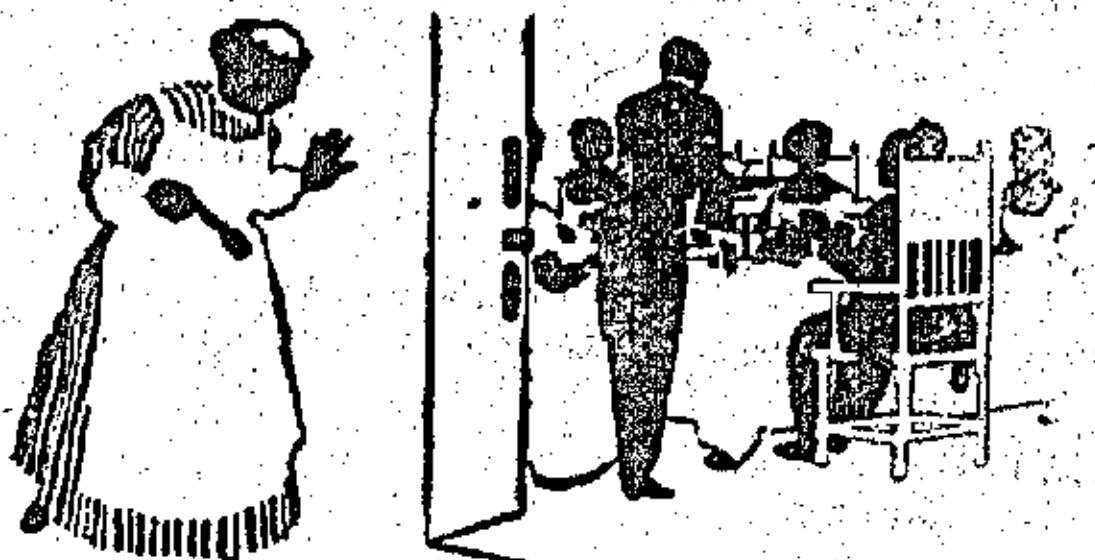
HEAD OFFICE: 71, LOMBARD STREET, LONDON, E.C.

Deposits and Current Accounts	(31st Dec., 1912)	£38,332,381	3	4
Cash in hand, at call, and at short notice		24,029,468	7	6
Bills of Exchange		9,181,148	0	9
Investments		10,938,332	19	7
Advances and other Securities		50,347,649	1	9

THIS BANK HAS OVER 650 OFFICES IN ENGLAND AND WALES.

Colonial & Foreign Department: 60, Lombard St., London, E.C.

PARIS AUXILIARY: LLOYDS BANK (FRANCE) LIMITED, 26, AVENUE DE L'OPERA.



Do you ever ask yourself why there are so many sauces offered under the name of "Worcestershire"?

Because of the hope that the sauce will be mistaken for the original LEA & PERRINS—every detail of label and bottle being imitated as closely as the law permits.

Don't call for "the Worcestershire," say distinctly "Lea & Perrins"—and look for the signature on label and wrapper.



The White Writing on the Red Label:

Lea & Perrins
Indicates the ORIGINAL and GENUINE WORCESTERSHIRE SAUCE.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals. Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

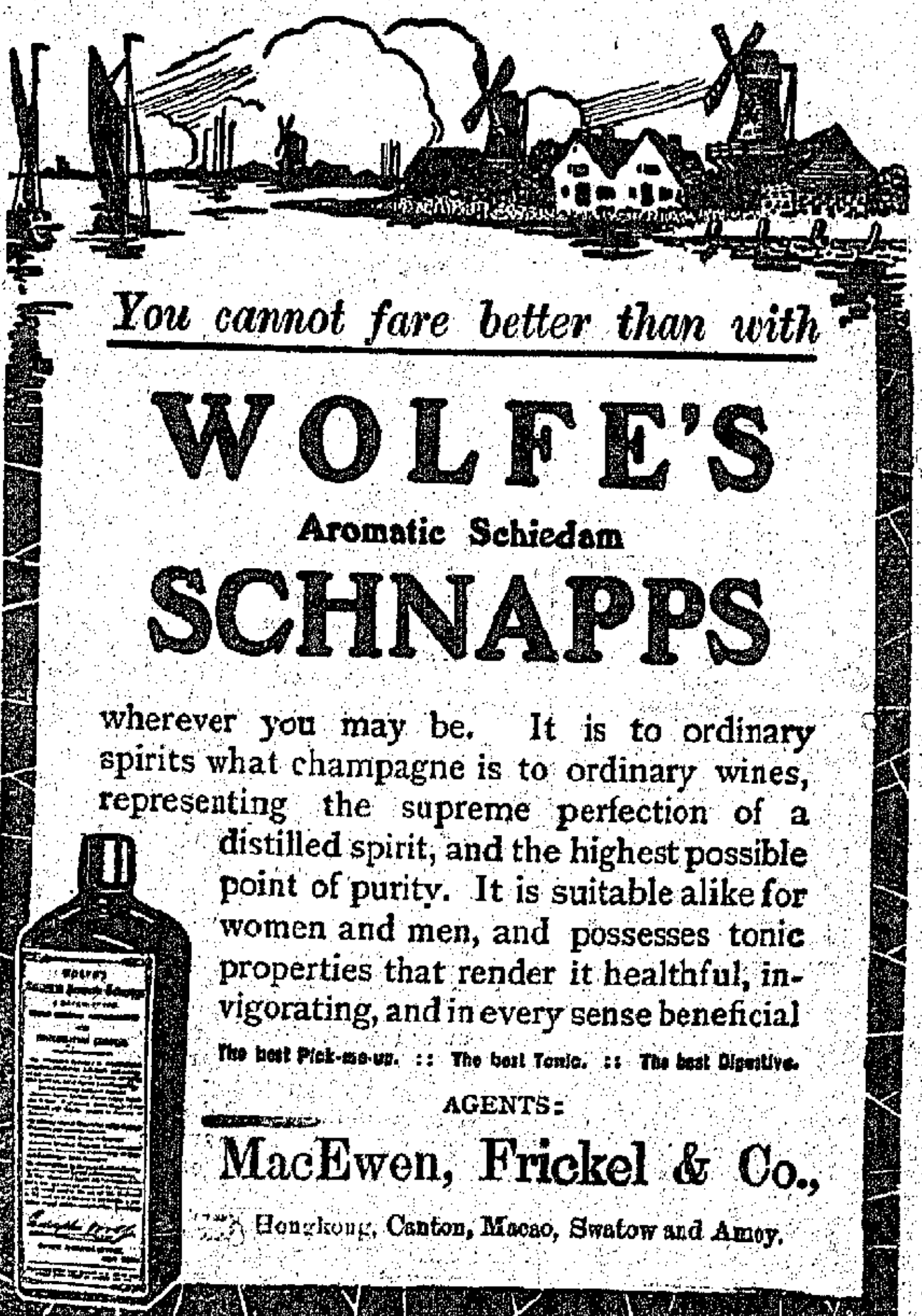
CLETEAS is a MELISSA and MINT cordial, pure and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS:—CALDERBROOK, MACGREGOR & Co., Hongkong.



KEATINGS LOZENGES cure the worst cough.



WOLFE'S Aromatic Schiedam SCHNAPPS

wherever you may be. It is to ordinary spirits what champagne is to ordinary wines, representing the supreme perfection of a distilled spirit, and the highest possible point of purity. It is suitable alike for women and men, and possesses tonic properties that render it healthful, invigorating, and in every sense beneficial.

The best Pick-me-up. The best Tonic. The best Digestive.

AGENTS:

MacEwen, Frickel & Co.,

Hongkong, Canton, Macao, Swatow and Amoy.

APPLICATIONS FOR AGENCIES IN CHINA AND JAPAN.

Should be sent to our Agent:—

MR. T. RUDDIMAN JOHNSTON,

13, Mikawadai-machi, Azabu-ku, TOKYO, JAPAN.

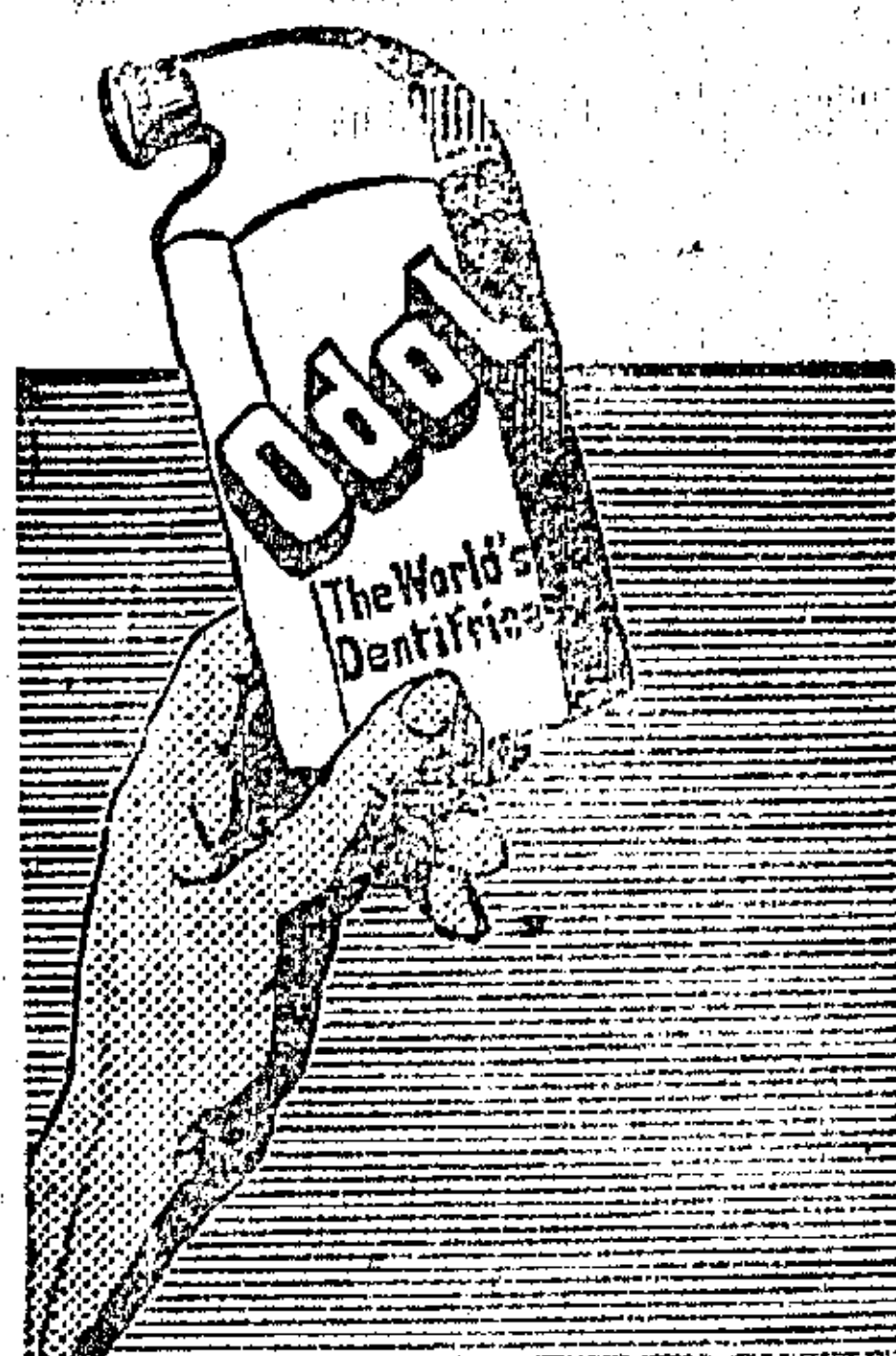
SHACKELL, EDWARDS & CO., LTD.

MAKERS OF

PRINTING INKS

FOR OVER 120 YEARS.

RED LION PASSAGE, FLEET STREET, LONDON, E.C.



Odol is used by dentists who by knowledge and practical experience in the course of their profession know that it is the only dentifrice that makes it impossible for germs to live in the mouth, and keeps the teeth absolutely proof against decay.

[1913-19]

JJ&S

JOHN JAMESON'S WHISKY
unequalled for flavour and purity.
Guaranteed to be
PURE POT STILL WHISKY
Famous for over 100 years.
John Jameson & Son, Ltd., Dublin,
Distillers to H.M. The King.

Famished Hair Cells

Hair-fallure is due to starved roots and cells. All the lotion of hair troubles vanish if you stick to the roots. It is the same in every ill. You must go right to the heart of the trouble. What the story, languishing, dropping hairs

call for

It is an adequate food—a real nutrient. ROWLAND'S MACASSAR OIL gives all the lotion of hair troubles vanish if you stick to the roots. It is the same in every ill. You must go right to the heart of the trouble. What the story, languishing, dropping hairs

ROWLAND'S Macassar Oil!

Is sold by Stores, Chemists, and ROWLANDS, 57, Hatton Garden, London.

Avoid cheap imitations with the same or similar name.

HIMROD'S
Gives Instant Relief
No matter what your respiratory organs may be suffering from—whether ASTHMA, INFLUENZA, BRONCHITIS, OR ORDINARY COUGH, you will find in this famous remedy a restorative power that is simply unequalled.

30 TABLETS
in a box
Sole in Hong Kong
by CHEONG CHEE
LIM, 10, Market Street.

CURE FOR ASTHMA

RIGAUD'S KANAKA
OF JAPAN
TOILET WATER

Beware of imitations.

RIGAUD & Co
PARFUMERS
8, rue Vivienne, Paris-France

Beetham's La-rola
Make the Skin as SOFT AS VELVET, and keep it SOFT, SMOOTH, and WHITE all the year round. Removes and prevents Roughness, Redness, Irritation, Tan, etc.—COOLING AND REFRESHING DURING THE SUMMER HEAT.

BEETHAM & SON, CHELTENHAM, ENGLAND

FASHIONS AND FANCIES.

THE WATCH-GARTER.

Not since the Directoire gown took the world by storm has there been such a season as the present for startling novelties in dress. The very latest is the watch-garter, shown at one of our West-end theatres last week. Will the fashion become general? The garter in question is worn immediately below the right knee, and the gown is so arranged as to leave it and the rest of the limb distinctly visible. This is not so startling as it would have been even a month ago. Slit-up skirts have accustomed us to revelations that would once have been regarded as, to say the least of it, highly indiscreet, one might even say, indecorous. In fact, some people do say it. Hostlers and shoemakers benefit by the sudden publicity given to the lower limbs. Smart shoes and stockings are in demand, and are more often bought than in the days when they occupied a modest seclusion. These tradespeople may disapprove, but their exchequer benefits. "The jingling of the guinea helps the hurt decorum fells," Apology to Tennyson!

AN UNSEASONABLE FASHION.

The rage for black velvet coats and toques during the heat-wave was one of those instances when Fashion runs dead against common-sense out of the love of mere novelty. It followed on the craze for furs as trimmings and accompaniments of light summer gowns. But the velvet toque also succeeded the general wear of black tulle hats with transparent crowns, through which every curl and twist of the coiffure could be seen. Such a sudden change from thin to thick is utterly irrational, but when did Mme. La Mode consult reason? She is too whimsical, too fantastic, too frivolous. These are the qualities by which her ministrants live. Worse than the velvet hat is the velvet coat when the mercury is up among the upper seventies in the thermometer. Most of these garments are sleeveless, which is a point in their favour. The basques, too, are very short. Others, of the dolman style, have sleeves of no great length nor consequence. One fears that this crippling kind of garment may be coming in for autumn and winter wear. It is easy to say "Why wear it if you dislike it?" There are reasons. What is fashionable is always procurable at a fairly moderate price. No one wishes to look singular, or even odd, fashioned, as would be the case if we went on wearing articles of dress that are out of date. Consideration for our friends and acquaintances forbids it.

THE SMART SUNSHADE.

Regarded as background for a pretty face and head, to say nothing of a charming hat, the up-to-date sunshade is quite excellent. One of these in broadened silk, the design large coloured flowers, the foundation-colour russet, has only to be tilted backwards to frame in the head with much distinction and effect. The russet or tan colour glows in the sun and makes a vivid radiance about the face and head. The colour should not be too bright. Otherwise it extinguishes the complexion, the soft pinks and creams of the typical English girl. Pale pink is admissible, but scarlet, orange, tomato and tangerine red are too vivid.

OF WATERPROOFS.

September showers, especially after a continued drought, are apt to be in earnest. The rain comes down with a will, as the unwearied wayfarers discover to their cost. The United States have added, it appears, to the great number of their inventions, a waterproof coat of so light a texture that it can be folded up and carried in an envelope when not in use. The cost of one of these is fivepence. The question is how long would one of them last in a heavy downpour? It would not be very expensive to buy several, and have one for every shower during a month, say. It is certain that extreme lightness would be one of its characteristics. Lightness of texture, and not weighing heavily on the exchequer.

TRANSPARENT SKIRTS.

It has caught on in a modified fashion. Few of even the most "advanced" dressers wear the thin skirt in very fragile materials, but in Broderie Anglaise it is seen. The effect is not so startling, though the limbs can be vaguely seen through the large holes in which the patterns are worked. In a costume of this kind the broderie is white, while the shoes and stockings are black. The very narrow skirt is in the corselet shape. The bodice and tunic, cut in one, are in white chiffon, the upper part very much cut away on chest and shoulders. The tunic is arranged in folds below the waist in front, to give the effect of fullness now considered smart.

THE PANTHER GOWN.

In the Royal Academy of this year was a picture of a lady wearing a gown so suggestive of a panther that the canvas soon became known by that name. As so often happens, the suggestion is followed by the reality. The new panther gown is carried out in broche of tawny tints such as dull grey and equally dull brown and dim gold. Falling over it from the waist, and in continuation of the bodice, is a long tunic of dull brown ribbon made very full and lightly wired round the hem. Through it the curious "spot" design of the brocade can be seen. The bodice is made with the new sleeve, a perversion of the kimono, carried from the top of the shoulder and from the waist to the elbow. At the back of the skirt is a short train, narrowing to a point and suggestive of the panther's tail.

CARE OF THE COMPLEXION.

With the violent colours now worn, the complexion has to be carefully toned to suit the juxtaposition. Otherwise, the effect would be destructive of charm. So thinks, apparently, a Parisian grande dame, who daily applies a lotion-made after the following recipe—Take a pint of champagne, and stir into it a pint of pure honey, adding four tablespoonfuls of strawberry juice after it has been strained through fine muslin. On the other hand, a Paris doctor denounces

bridge as the greatest enemy of health and consequently complexion. "Four hours at a stretch, he scolds, "seated round a table in an overheated room badly ventilated—that is the way to acquire heavy features, round shoulders, and lung mischief." This doctor advises the tango as a substitute for cards and "sport" in the open air whenever possible. Wise man! But will the fervent bridge-players pay any attention? Apropos of complexion, it is said that the furs of the season are to be in strong, coarse tones of yellow and orange, in such tints, in fact, as would suit only the colouring of negroes. Ordinary skins are, it appears, to be toned up to suit them.

NEW HEADGEAR.

The revival of the turban-touque may be regarded as a novelty, especially as the quieter colours in which it was seen before are now replaced by vivid shades of green, blue, cranberry red, cardinal, reddish purple, and tomato. On some of these turbans, two brightly contrasting colours are to be seen, one in the velvet itself, the other in the indispensable feather. Tulle is used for many of the turbans, but the chief favourites are rich brocaded gauzes, striped Algerian materials, Turkish and Persian embroideries, and Liberty fabrics in Oriental colours. Gold and silver cloth are also used, or gold net with rich embroidery.

OF BLOUSES.

Crêpe-de-chine is the favourite material for blouses, and the fashionable shape has a bolero, either real or simulated. Diamanté or sequined tulle is used for trimmings, even for day wear. Truth to tell, nothing seems out of place for day wear. Perhaps we shall soon see diamond tiaras as hat-trimmings. To return to blouses, one in white silk muslin has a bolero in the softest, whitest, lightest crêpe-de-chine set into a kind of yoke in Brocade lace, finished round the upper part with a velvet collar in the pattern grey known as "tête-de-nègre." This collar stands out from the shoulders after the Medici style. The bolero is hemmed round with a closely tucked band of its own material, and is held together in front with straps of velvet like the collar.

THE BELT.

The next extravagance promises to be in connection with the belt, which is worn round the hips, and gets lower and lower every day. When this kind of thing begins, it is difficult to guess where it will end.—X. AND Z. in the Globe.

WEATHER REPORT.

On the 26th at 12.35 p.m.—Pressure has decreased moderately along the east coast of China, and slightly along the south coast. It is nearly stationary over Annam and the Philippines.

No returns from Japan.

Light or variable winds are indicated along the east coast of China and light monsoon over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.04 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISBURS FORECAST
• Hongkong & Neighbourhood

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.7	29.6	29.9
Temperature	82	77	85
Humidity	79	93	71
Wind Direction	East	—	West
Force	3	0	1
Weather	c	o	o
Rain	—	0.00	—

Highest open air Temperature on 25th... 83
Lowest open air Temperature on 25th... 77

EASILY DIGESTED.
"Makes Bone, Muscle, Brain."
DAVID B. H.D.

PLASMON ARROWROOT

is a highly strengthening food, and is especially suitable in all conditions where a light, nutritious diet is indicated.

"The admixture of Plasmon increases the nutritive value enormously."
—Lancet.

5d. per Packet.
(10 Packets for 1/6)

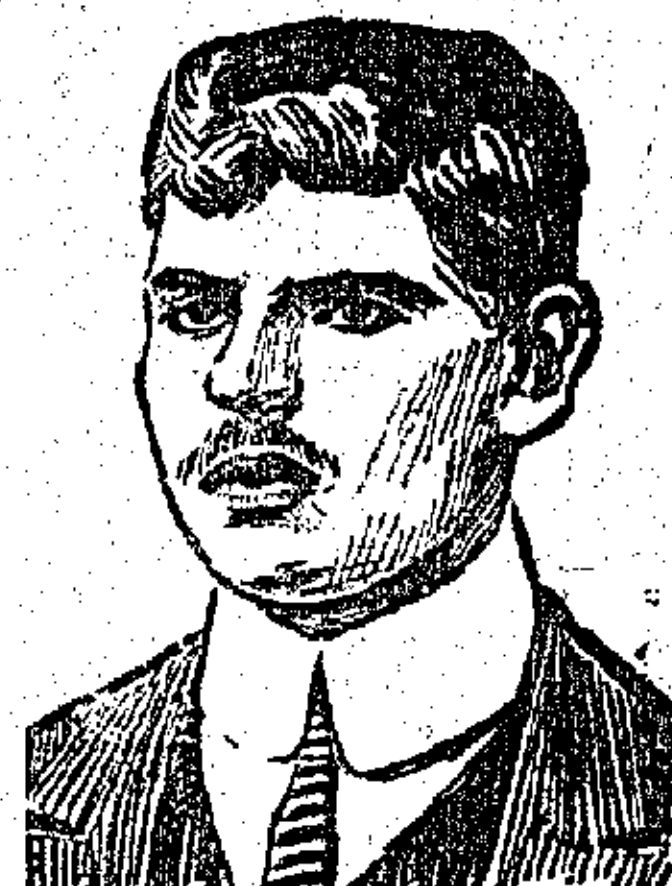
LET YOUR'S BE THE NEXT CURE BY DR. WILLIAMS' PINK PILLS IF YOUR KIDNEYS TROUBLE YOU.

HERE IS FRESH PROOF THAT THEY ARE THE REMEDY.

Thousands of men and women who have ceased to ache, thousands of weak, weary, ailing men and women—the owners of these backs—have been made sturdy, lithesome, and well, as a result of a short course of Dr. Williams' Pink Pills.

These Pills do it through the blood—the rich strong blood they supply at every dose cleanses and invigorates the kidneys, energises the nerves, carries new health to every fibre of the body. Mr. Thomas Frederick Smith, a teacher at Trinity College, Kandy, Ceylon, is one of the people referred to above who have proved this. He says:—

"For several years I was a constant sufferer from kidney trouble. Doctors said that my kidneys might get healthy as time went on, but they also warned me that there was a possibility of the trouble becoming more severe. And it did become worse. My spine seemed to become affected; dreadful back pains tortured me; the



Mr. T. F. Smith, of Kandy, Ceylon.

pains that shot through my back when I got up from a chair were so awful as to bring tears into my eyes."

"Besides, I became so exceedingly nervous that the fall of anything on to the floor or the unexpected opening of a door caused me to start, followed by poundings of my heart which almost stifled me."

"The general state of my health at this time was at its worst; my appetite had left me entirely, my sleep was disturbed by dreadful dreams, and my spine had become so sore and tender that if I happened to lie on my back at night I suffered intense agony. It looked as though I was in for many years of suffering."

"Then in one of our local papers I read details of how a Ceylon resident had been cured of Kidney Disorder by Dr. Williams' Pink Pills. I was greatly interested, and made up my mind to see if these Pills would alleviate my sufferings also. After taking them for a week I felt that they were doing me good; my appetite was better and the pains were not so frequent in my back. Gradually the tenderness of my spine diminished, I got better sleep and rest at nights. Within three weeks my back pains had quite vanished."

"At the present time I am in excellent health, and kidney trouble has never worried me since my cure by Dr. Williams' Pink Pills. If I had taken these Pills when the first symptoms of backache appeared I should have been saved at least eighteen months' suffering."

For all ailments due to blood poverty or debilitated nerves, such as Anæmia, Debility, Indigestion, Malaria, Rheumatism and women's troubles, Dr. Williams' pink pills for pale people are a proved remedy. They are obtainable everywhere, and from The Dr. Williams' Medicine Co., 84, Seeshuon Road, Shanghai, one bottle for \$1.50, six for \$8 post free.

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Esuke	...Tokonson
Funkke	...Singapore
Graciani	...Shanghai
Haphinlong	...Medan
Kawabata	...Thursday Is.
Kwongyuen	...Penang
Mingley	...Haiphong
Morris Filox	...New York
Ossorio	...Manila
Salmerichon	...Bankow
Senghing	...Beyron
Solveig	...Bangkok
Soonseng	...Batavia
Soygit	...Batavia
Supple	...Singapore
Tak Tai Kwan Yu Tong	...Kanton
Tonghook	...Kanton
Wongswelun, c/o Ho Ankon	...Singapore
Yeechong	...Manila
1764	...Cheloo

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Anderson, 7 or 21, Caine Road	...Shanghai
Chalinguok, Astor	...Shanghai
Chongching	...Kobe
Cheepi-tanuwem Tiekwoong	...Batavia
Gotoh	...Osaka
Hayes	...Shimonoseki
Hurd, Globe Hotel	...Shanghai
Iadocine	...Swatow
Kawai, c/o Matsubara Hotel	...Scebalais
Nishi-yama	...Kobe
06224-443/77/3057/1316	...Peking
3899/5/88	...Shanghai
1129/6670/2679/3189	...Peking
1311/8288	...Amoy
1742/3662/4639	...Amoy

TO LET

TO LET OR FOR SALE.

GODOWNS at 98, 99a, 99 and 99a, Praya East.
Apply to—**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**
Hotel Mansions.
Hongkong, 4th September, 1913. [1035]

TO LET.

"RANFURLY," No. 11, Conduit Road.
No. 44, PRATA EAST, GODOWN.
GODOWNS, 94, Wanchai Road, 102, Praya East.
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**
Hongkong, 28th September, 1913. [65]

TO LET.

OFFICE in ALEXANDRA BUILDINGS.
Apply to—**A. S. WATSON & Co., LTD.**
Hongkong, 22nd August, 1913. [985]

TO LET.

NO. 150, MAGAZINE GAP, PEAK.
Apply to—**SPANISH DOMINICAN PROCUATION.**
Hongkong, 24th September, 1913. [1108]

TO LET.

SHOP, No. 12, Queen's Road Central.
No. 9, MOUNTAIN VIEW, PEAK.
No. 5, STEWART TERRACE, PEAK.
Apply to—**M. J. D. STEPHENS.**
Hongkong, 17th July, 1913. [722]

TO LET.

NO. 4, WOODLANDS TERRACE.
From 1st November.
Apply to—**P. A. XAVIER.**
Care of Hongkong Printing Press.
Hongkong, 24th September, 1913. [1108]

TO LET.

NO. 68, PEAK, MOUNT KELLET (Church Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914.
No. 21, SHILLLEY STREET.
"ROGATE," Austin Road, Kowloon, from 1st October.
MERION, No. 10, PEAK, Furnished or Unfurnished. 6 ROOMS Cheap rental.
For Sale or To Let. (From 1st November, 1913.) No. 1, GOUCH HILL, No. 193, PEAK.
BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.
To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS.
For Sale. "LADBROOKE," No. 9, Conduit Road, Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.
For Sale. "HARTING and ROGATE," on part of Kowloon Island Lot No. 1154.
Apply to—**LINSTEAD & DAVIS.**
3rd Floor, Alexandra Buildings.
Hongkong, 26th September, 1913. [64]

TO LET.

NO. 104A, THE PEAK, from 1st November, 1913, Partly Furnished.
Apply to—**S. J. DAVID & Co.,** Prince's Building.
Hongkong, 9th September, 1913. [1051]

TO LET.

NO. 2, MINDEN VILLAS, Mody Road, Kowloon, Five Rooms, Tennis Court. FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.
SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 49 with Wharf.
Apply to—**HUMPHREYS ESTATE & FINANCE Co., Ltd.,** Alexandra Buildings.
Hongkong, 17th September, 1913. [964]

TO LET.

(From 1st July, 1913.)
NO. 2, MOUNTAIN VIEW, THE PEAK.
Apply to—**LINSTEAD & DAVIS.**
Hongkong, 10th June, 1913. [789]

TO LET.

OFFICES, ROOMS, and GODOWNS, on Ground and Second Floors, No. 14, Des Voeux Road Central, the Premises now occupied by The South China Morning Post, Limited. Possession, 1st May, 1914, or earlier.
"HOMESTEAD," No. 45, Peak. Immediate possession.
Apply to—**SANG KEE,** Care of COMPTON'S DEPARTMENT, Hongkong and Shanghai Bank.
Hongkong, 17th September, 1913. [1033]

NOTICES TO CONSIGNEES

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship "YEDDO."
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst. at 9.30 a.m.

All Claims must reach us before the 30th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co., Agents.
Hongkong, 20th September, 1913. [40]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "SYRIA."

Arrived Hongkong on 22nd September, 1913. From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 22nd September, 1913. [1]

S.E. "ARMAND BEHIC" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.
CONSIGNEES of Cargo from London ex s.s. "Medoc" and "Sidon," from Palamos ex s.s. "Cabo St. Vincente," from Havre ex s.s. "Sidon" and from Bordeaux ex s.s. "Ville Dunkerque" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 29th inst. at NOON will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 3rd Oct., or they will not be recognized. All damaged packages will be examined on the 29th inst. at 10 A.M.

No Fire Insurance has been effected. **S. G. de BUSSIERE,** Acting Agent.
Hongkong, 22nd September, 1913. [2]

FROM EUROPE.

THE H.A.L. Steamship

"SUEDEMARK."
Captain J. Karlberg, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Oct. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 1st Oct. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Rolandsk" from Stahel.
Ex s.s. "Ludwig" from Norrköping.
Ex s.s. "Bygde" from Christiania.
Ex s.s. "Coris Beck Trus" from Abus.
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 25th September, 1913. [1115]

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS which increase ordinary lighting power by 25 per cent. without extra cost.

Apply to—**MANAGER,** Hongkong Daily Press Office.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

DESTINATION	STEAMERS	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE and MOJI	"PEKING"	6,500	On 29th Sept.
"JAPAN"	9,000	About 2nd Oct.	
"ST. HELENA"		About 1st Nov.	

For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 27th Sept. Connecting with "KATANGA" 12th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "JAPAN," 6,015 tons, Captain C. P. Sedden, will be despatched for KOBE and MOJI on 27th September, at 5 p.m.
S.S. "ARATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 11th October.

WESTWARD.

S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 27th September, at 1 p.m.
S.S. "JELUNGA," 5,206 tons, Capt. J. R. O. Sullivan, will be despatched as above on 16th October.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
HONGKONG, 27th September, 1913.

PACIFIC MAILS S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO.

STEAMERS	TONS	SAILING
MONGOLIA	27,000 tons, twin screws.	From HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.
MANCHURIA	27,000 tons, twin screws.	
KOREA	18,000 tons, twin screws.	
SIBERIA	12,000 tons, twin screws.	
NILE	11,000 tons.	
CHINA	10,200 tons.	
PERIA	9,000 tons.	

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

THE COST.—By this route to London with its unrivalled opportunities is £71-10-0, for a return ticket £120. To San Francisco via Japan and Honolulu the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL RATES to Army and Navy Officers, Diplomatic Consular and Civil Service, on application.

STEAMERS	TONS	SAILING
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 p.m.
CHINA	10,200	TUESDAY, 14th Oct., at Noon
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 p.m.
NILE	11,000	TUESDAY, 28th Oct., at 9.45 a.m.
MONGOLIA	27,000	SATURDAY, 3rd Nov., at 1 p.m.
KOREA	9,000	TUESDAY, 25th Nov., at Noon
SIBERIA	18,000	TUESDAY, 9th Dec., at 1 p.m.
		TUESDAY, 16th Dec., at 1 p.m.

* INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	ARRIVE MANILA.	FROM MANILA.	DUO HONGKONG.
14th Oct. ... CHINA	16th Oct.	2nd Oct. ... CHINA	14th Oct. at Noon
28th Oct. ... NILE	30th Oct.	9th Oct. ... MANCHURIA	11th Oct.
28th Nov. ... PERIA	27th Nov.	18th Oct. ... NILE	20th Oct.
30th Dec. ... CHINA	1st Jan.	30th Oct. ... MONGOLIA	1st Nov.
10th Jan. ... NILE	12th Jan.	15th Nov. ... PERIA	17th Nov.

LET US PLAN AN ITINERARY FOR YOU.

Kato's BUILDING (opposite Blake Pier).
R. C. MORTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR	STEAMER	TO SAIL
MARSEILLES VIA PORTS	PAUL LECAT	On 7th October.
	ARLAND BEHIC	On 21st October.
SHANGHAI, KOBE AND YOKOHAMA	ATLANTIQUE	On 9th October.
	ERNEST SIMONS	On 20th October.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.
For further particulars apply to
S. O. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

HONGKONG, CANTON, MACAO & PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

SATURDAY, 27th SEPT., 1913.

8 a.m. HONAM. | 8 a.m. HEUNGSHAN.
10 p.m. KINSHAN. | 5 p.m. FATSHAN.

SUNDAY, 28th SEPT., 1913.

10 p.m. FATSHAN. | 4 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 775, Night Steamers Call No. 776.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. | S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 28th SEPTEMBER, 1913.

The Company's Steamship

"SUI AN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. MANNING, 589 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANLU. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SAN FRANCISCO SCENIC ROUTE
TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU 22,000 tons.
S.S. CHIYO MARU 22,000 tons.
S.S. SHINYO MARU 22,000 tons.

S.S. NIPPON MARU 11,000 tons. (Intermediate).
S.S. HONGKONG MARU 11,000 tons. (Intermediate).
THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraphy, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Corollary Bathrooms, Steam Laundry, Nursery and Playroom for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

57] 5, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "KOEBER," 9,900 tons, will leave as above on 15th October, at 4 p.m. Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doc Stewardess, Laundry, 2nd class, £36 2nd, £19 3rd Class.

FARES: Hongkong-Trieste (Venice), £20 1st, £10 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA SUEZ AND PORT SAID.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 1st October.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Sion, Lucerne, Paris, Calais or Boulogne, Class I £2.15, II £1.6.

BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Paris, Calais or Boulogne, Class I £2.15, II £1.6.

BY SEHRING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £2.11, II £1.6.2.

BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £1.10.8, II £1.6.

TO SHANGHAI
S.S. "KOEBER," 9,900 tons, will leave as above on 1st October, at 6 a.m.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "PERIA," 9,000 tons, will leave as above about 27th September.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDE, WIELER & Co., Agents,
Hongkong, 19th September, 1913. Princes' Building.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	SHANGHAI	HONGKONG	from COLOMBO to MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (London 1 day later)
p.m. Thurs.		10 p.m. Tues.	1 p.m. Satur.		Saturday	Friday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Feb. 14	Feb. 20
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOREA	Feb. 28	Mar. 6
Feb. 5	CHINA	Feb. 10	Feb. 14	MALOJA	Mar. 14	Mar. 20
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA	Mar. 28	Apr. 3
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 11	Apr. 17
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES.

The Fares to London and Marseilles are as follows:—

	Accommodation	Single	Return
1st Saloon	"A"	£65.	£97.
"B"	"	£59.	£89.
2nd Saloon	"A"	£44.	£66.
"B"	"	£40.	£60.
1st Saloon	"A"	£61.	£91.
"B"	"	£55.	£83.
2nd Saloon	"A"	£42.	£63.
"B"	"	£38.	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'RSILLES	Due at LONDON
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 13
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NURIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETENHAM, PENANG and COLOMBO

FARES TO LONDON.

1st Saloon £50 Single: £75 Return.

2nd Saloon £35 Single: £52 Return.

FARES TO MARSEILLES.

1st Saloon £46 Single.

2nd Saloon £33.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO.	HIRANO MARU	16,000	WED'DAY, 8th Oct., at D'light.
PORT, PENANG, COLOMBO.	KATORI MARU	20,000	WED'DAY, 22nd Oct., at Daylight.
SUEZ and PORT SAID	YOKOHAMA MARU	12,500	TUESDAY, 7th Oct., at Noon.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SANUKI MARU	12,500	TUESDAY, 21st Oct., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU	12,500	WED'DAY, 22nd Oct., at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	NIKKO MARU	9,600	WED'DAY, 19th Nov., at Noon.
	HAKATA MARU	12,000	SATURDAY, 4th October.
BOMBAY VIA SINGAPORE, and COLOMBO	RANGOON MARU	12,000	WED'DAY, 8th October.
KOBE and YOKOHAMA	AKI MARU	12,500	THURSDAY, 9th Oct., at 11 a.m.
SHANGHAI, MOJI & KOBE	KANAGAWA MARU	12,500	MONDAY, 29th September.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	9,600	WED'DAY, 22nd Oct., at 11 a.m.
SHANGHAI, MOJI and KOBE	PENANG MARU	12,000	SUNDAY, 28th September.

§ Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON—1914.

STEAMER	TONS	SAILS	WED'DAY
MIYASAKI MARU	16,000	"	28th January.
KITANO	16,000	"	11th February.
IYO	12,500	"	25th February.
HIRANO	16,000	"	11th March.
KATORI	20,000	"	25th March.
KAMO	16,000	"	8th April.
KASHIMA	20,000	"	22nd April.
STEAMER	TONS	SAILS	TUESDAY
SHIDZUKA MARU	12,500	"	27th January.
TAMBA	12,500	"	10th February.
AKI	12,500	"	24th February.
SADO	12,500	"	10th March.
YOKOHAMA	12,500	"	24th March.
AWA	12,500	"	7th April.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ASSAYE	Noon, 27th Sept.	See Special of Call
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	NORE	About 1st Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SUMATRA AND YOKOHAMA	Capt. D. Ashbury	About 4th Oct.	Freight and Passage.
SHANGHAI	DELTA	About 9th Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th September, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	YINGCHOW	On 27th Sept. M'night.
HAIPHONG	KAIFONG	On 28th Sept. 9 A.M.
CHINWANTAO	ICHANG	On 29th Sept. 4 P.M.
MANILA, CEBU AND ILOILO	TAMING	On 30th Sept. 4 P.M.
SHANGHAI	ANHUI	On 2nd Oct. 4 P.M.
SHANGHAI	CHENAN	On 4th Oct. M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—BUTTERFIELD & SWIRE.

Hongkong, 26th September, 1913. TELEPHONE 36. AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. C. FERD. LAEISZ	30th Sept.
S.S. ALBENGA	1st Oct.
S.S. ARABIA	10th Oct.
S.S. SAMBIA	18th Oct.
S.S. SEGOVIA	21st Oct.
S.S. ANDALUSIA	25th Oct.
S.S. ISTRIA	5th Nov.
S.S. ALPTEK	13th Nov.
S.S. STTHONIA	20th Nov.

For Further Particulars, apply to—

HOMEWARD.

FOR VANCOUVER, SEATTLE and/or Tacoma & PORTLAND (Or).

S.S. C. FERD. LAEISZ	30th Sept.
S.S. ALBENGA	1st Oct.
S.S. ARABIA	10th Oct.
S.S. SAMBIA	18th Oct.
S.S. SEGOVIA	21st Oct.
S.S. ANDALUSIA	25th Oct.
S.S. ISTRIA	5th Nov.
S.S. ALPTEK	13th Nov.
S.S. STTHONIA	20th Nov.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th September, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 30th Sept., at 11 A.M.
"HAIYANG"	Capt. J. S. Rosch	FRIDAY, 3rd Oct., at 11 A.M.
"HAIYANG"	Capt. W. C. Passmore	TUESDAY, 7th Oct., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SUNDAY, 29th Sept., at 10 A.M.
		WEDNESDAY, 1st Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Ulake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 27th September, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	11th October	On 10th Oct., 11 A.M.
ADENHAM	1st November	On 31st Oct., 11 A.M.
EMPIRE		On 21st Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.
and the TWIN SCREW S.S.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
CHIYO MARU	W. W. Greene	FRIDAY, 17th Oct., NOON.
NIPPON MARU	A. G. Stevens	WEDNESDAY, 5th Nov., at Noon.
TENYO MARU	E. Bent	TUESDAY, 11th Nov., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 22nd Nov., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 4th Dec., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on FRIDAY, the 17th October, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS. The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

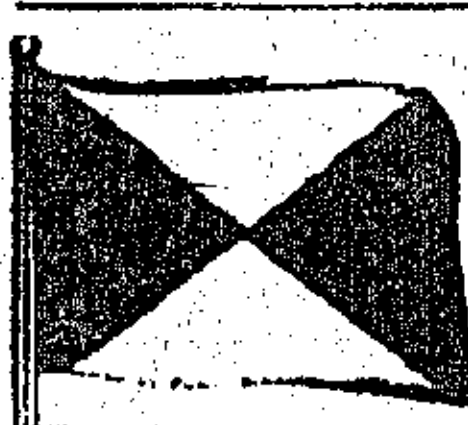
Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

2371



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 4th Oct., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 14th Oct., 4 P.M.

Electric Light, Fans in every Cabin. Company's Stowage is Carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 26th September, 1913.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 15th Oct., at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct., at 1 P.M.
"CANADA MARU"	K. Hori	
"TACOMA MARU"	T. Hamada	
"PANAMA MARU"	J. Kanase	

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	THURSDAY, 2nd Oct., 4 P.M.
"INDO MARU"	K. Komiya	THURSDAY, 23rd Oct., 4 P.M.
"LUZON MARU"	A. Yamamoto	

FOR MOJI, KOBE AND YOKKAICHI.
"INDO MARU" ... K. Kojima ... SATURDAY, 27th Sept., P.M.
"LUZON MARU" ... H. Yamamoto ... THURSDAY, 30th Oct., P.M.
"SAIGON MARU" ... T. Yamaguchi ...

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	WEDNESDAY, 8th Oct., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	K. Murakami	WEDNESDAY, 1st Oct., at Noon.
"DAIJIN MARU"	M. Nagano	SUNDAY, 5th Oct., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	WEDNESDAY, 1st Oct., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central). For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER
Second Floor No. 1 Queen's Building.

741

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG"	18,300	Wed'ay, 1st Oct., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER"	17,000	About Wed'ay 1st Oct.
MANILA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ"	6,750	Saturday, 4th Oct., at 9 A.M.
KOBE	"PRINZ SIGISMUND"	5,000	About Tuesday, 14th Oct.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	5,000	Sunday, 23rd Sept., at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 23rd September, 1913.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00	MISSIONARY DIRECTORY, on paper	0.80
Do. Do. Smaller Edition	6.00	MISSIONARY DIRECTORY, on cloth	1.00
CHILDREN OF FAR CATHAY, a Social and Political Novel, by C. J. Halcombe	3.50	DOG AND GUN in New Territory	1.00
THE JUBILEE OF HONGKONG, being an Historical Sketch, to which is added an Account of the Celebrations in 1891	1.00	FROM HONGKONG TO CANTON, BY THE PEARI RIVER—A Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illus.	1.75
THE HONGKONG TYPHOON, Sept. 18th, 1905, Illustrated Account	0.50	HONGKONG WEEKLY PRESS, half-yearly vol., bound	7.50
TEMPORARY MINING REGULATIONS IN CHINA	0.50	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1834 to 1912	2.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50	RATES OF EXCHANGE AT HONGKONG, English Mail days 1874—BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days, 1892	1.00
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	5.00	CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe	2.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00	PLAN OF THE WEST RIVER	1.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00	" VICTORIA	1.00
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.25	" KOWLOON	0.75
TRADE MARK REGULATIONS IN CHINA	0.25	" PEAK	0.75
		" NEW TERRITORY	0.75
		POWER OF ATTORNEY FORM	0.20
		MAIL TABLES for 1913	0.30 & 0.25

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Prinz Sigismund* left Sydney on the 20th September, at 11 a.m., and may be expected here on or about the 13th October.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Melbourne for this port via ports on the 24th September, and is expected here on the 29th October.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of Asia* left Kobe on the 23rd September, at midnight, and is due to arrive at Shanghai on the 25th September at 10 p.m.

THE GERMAN MAIL.
The I.G.M. str. *Derfflinger*, carrying the German mails, with dates from Berlin of the 3rd September, left Colombo on the 21st September, p.m., and may be expected here on or about the 1st October.

MERCHANT STEAMERS.
The str. *Daiten Maru* left Moji on the 22nd September for this port, and is due to arrive here on or about 27th September.

The chartered str. *Felford Hall* left Singapore for this port on the 22nd September, at 8 a.m., and is due here on the 27th September, at about 6 p.m.

The A.L. str. *Perla* left Singapore for this port on the 22nd September, a.m., and will arrive here on the 27th September, p.m.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 9th September, and is expected here on the 28th September.

The N.Y.K. str. *Yokohama Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 19th September, and is expected here on the 23rd September.

The Swedish East Asiatic Co.'s str. *Peking* left Singapore on the 22nd September, and is expected to arrive here on the 29th September.

The str. *City of Edinburgh* left New York on the 18th August, and is due here on or about 30th September.

The Swedish East Asiatic Co.'s str. *Japan* left Port Said on the 7th September, and is expected to arrive here on the 23rd September.

The N.Y.K. str. *Hakata Maru* (Calcutta Line) left Kobe for this port via Moji on the 25th September, and is expected here on the 2nd October.

The N.Y.K. str. *Hirano Maru* (European Line) left Yokohama for this port via ports on the 24th September, and is expected here on the 6th October.

The N.Y.K. str. *Atsuta Maru* (European Line) left Colombo for this port via Singapore on the 25th September, and is expected here on the 8th October.

The N.Y.K. str. *Jinsen Maru* (Bombay Line) left Bombay for this port on the 22nd September, and is expected here on the 10th October.

The N.Y.K. str. *Senzaki Maru* (American Line) left Seattle for this port via ports on the 8th September, and is expected here on the 12th October.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Calcutta for this port via ports on the 23rd September, and is expected here on the 12th October.

The Danish str. *Catay* left Port Said on the 16th September, and may be expected here on or about the 12th October.

The N.Y.K. str. *Mishima Maru* (European Line) left Marseilles for this port via ports on the 20th September, and is expected here on the 22nd October.

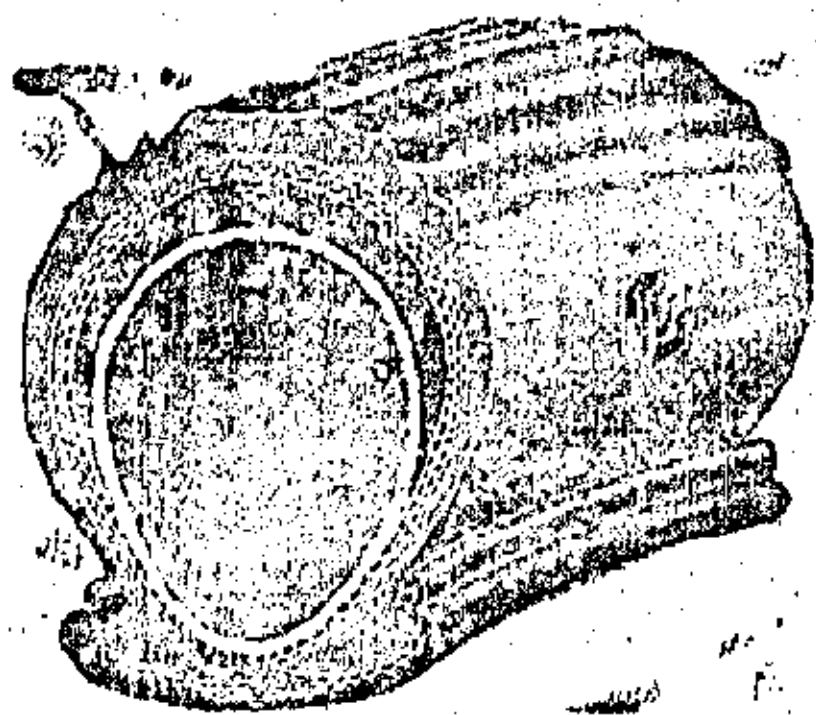
PASSENGERS.

ARRIVED.
Per *Assaye*, for Hongkong, from Shanghai, Capt. J. C. Cretton, Col. and Mrs. J. W. Irwin, Mr. and Mrs. R. C. Rutherford and Mr. R. Moll.

Per *Siberia*, from San Francisco, etc., Miss S. L. McKibbin, Miss E. V. Hessel, Miss Kathryn Stewart, Mrs. J. N. Johnson, Miss Louise Lee, Miss Maude Steele, Mr. H. Gilchrist, Mrs. Bolles and infant, Miss Betsey Bolles, Capt. and Mrs. H. B. Parrott, Miss V. Parrott, Miss E. Parrott, Master R. Parrott, Mrs. C. Roth, Miss J. G. Coors, Miss B. V. Anderson, Mr. and Mrs. W. G. Stevenson, Mrs. Maria Tobias, Mrs. J. P. Miller, Mr. T. B. Lawler, Mr. and Mrs. H. Brink, Miss M. Brink, Mr. I. Ohga and native servant, Mr. J. C. Ferguson, Mr. and Mrs. R. E. Hughes Miss Hughes, Mr. C. O. Swanberg, Mrs. J. S. Stebbel, Mrs. D. Foreman, Mr. and Mrs. J. R. Porter, Mr. N. Abidilla, Mrs. A. Abidilla, Mr. Lorenzo Abidilla, Miss Paulilla, Mr. H. L. Condon, Mr. S. F. Wilson, Mr. and Mrs. C. W. Connor, Mrs. Teresa Quirago, Mr. Thos. R. Cassidy, Mr. R. N. Freitas, Mrs. C. H. Wilhoit, Misses J. Wilhoit (2), Miss Edna S. Cole, Miss Harriett M. Cole and Mr. K. Kato.

DEPARTED.
Per *Shingo Maru*, for San Francisco, etc., Mr. G. Saito, Mr. L. Matsuda, Mr. L. H. Everett, Mrs. H. L. Everett, Mrs. Vanderweiren and child, Mrs. Hayden, Mr. and Mrs. Balcan, Miss Sayre and 3 children, Miss Luiza Ribeiro and servant, Mr. and Mrs. E. Remus and infant, Mr. F. Dobrovolski, Dr. and Mrs. F. Grone, child and nurse, Mr. and Mrs. John L. Porter, Capt. M. E. Porter, Mr. T. H. Elliot, Mr. and Mrs. J. E. Cook, Mrs. A. B. Lowe, Mr. T. R. Evans, Mr. and Mrs. P. W. Keys, Rev. and Mrs. H. C. York, 2 children and infant, Mr. Auld, Mr. and Mrs. W. H. L. Everetts and maid, Mr. J. J. Connell, Mr. H. G. Hassock, Major and Mrs. H. H. Whitney, child and servant, Mr. David H. M. Dias, Mr. C. M. Hudson, Mr. D. Rochiram, Mrs. David Barth and infant, Miss Esther Barth, Miss Julia Barth, Mr. F. W. White, Mr. Vicente A. Racaza, Mr. R. S. Demott, Mr. A. W. Hanson, Mr. E. Drew, Mr. J. W. Walker, Mrs. S. McLean and child.

PETER'S UNION



the most durable and economical
PNEUMATIC
for
RICKSHAWS AND MOTOR CARS.

Representative for China:

HUGO C. A. FROMM.

Hongkong, 22nd September, 1913.

[44-55]

LEONHARDI'S

INKS, GUMS, TYPEWRITER RIBBONS
ARE THE BEST!
LEONHARDI'S
CARBON PAPER
(PURPLE).

\$3.50 only Per Box of 100 Sheets.
RETAIL:

WING HING, STATIONER,
25, WELLINGTON STREET.

WHOLESALE:

HUGO C. A. FROMM,
30, DES VŒUX ROAD CENTRAL, 1st Floor.

[44-13]

NATURA MILK

LION



BRAND

BEST STERILIZED MILK
ON THE MARKET.

\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,

20, DES VŒUX ROAD, 1ST FLOOR.
Hongkong, 22nd September, 1913.

[44-45]

POST OFFICE NOTICE.

The Coblenz, with the American Mail ex China, is due to arrive here on Thursday, the 2nd October.

FOR	PER	DATE
Swatow	Swatow	Saturday, 27th, 9.00 A.M.
Straits via Nagasaki	Straits via Nagasaki	Saturday, 27th, 10.00 A.M.
BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT, and EUROPE via BRINDISI	BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT, and EUROPE via BRINDISI	Saturday, 27th, 10.15 A.M.
(Late Letters 11.00 to NOON, Extra postage 10 cents).	(Late Letters 11.00 to NOON, Extra postage 10 cents).	
(Supplementary mail on board up to the time fixed for departure of the mail, Extra postage 10 cents)	(Supplementary mail on board up to the time fixed for departure of the mail, Extra postage 10 cents)	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	
Straits and India via Calcutta	Straits and India via Calcutta	Saturday, 27th, 1.00 P.M.
Philippine Islands	Philippine Islands	Saturday, 27th, 2.00 P.M.
Japan via Kobe	Japan via Kobe	Saturday, 27th, 2.00 P.M.
Saigon	Saigon	Saturday, 27th, 2.00 P.M.
Philippine Islands, Australia, Tasmania, and New Zealand via Port Darwin	Philippine Islands, Australia, Tasmania, and New Zealand via Port Darwin	Saturday, 27th, 3.00 P.M.
Shanghai and North China	Shanghai and North China	Saturday, 27th, 5.00 P.M.
(EUROPE via SIBERIA)	(EUROPE via SIBERIA)	Saturday, 27th, 5.00 P.M.
Jessellton, Khat and Sandakan	Jessellton, Khat and Sandakan	Saturday, 27th, 5.00 P.M.
Haiphong, Fakhel and Saigon	Haiphong, Fakhel and Saigon	Saturday, 27th, 5.00 P.M.
Swatow and Bangkok	Swatow and Bangkok	Saturday, 27th, 5.00 P.M.
Swatow	Swatow	Sunday, 28th, 9.00 A.M.
Chinwangtao	Chinwangtao	Sunday, 28th, 9.00 A.M.
Shanghai, North China and Japan via Yokohama	Shanghai, North China and Japan via Yokohama	Sunday, 28th, 9.00 A.M.
Swatow, Amoy and Foochow	Swatow, Amoy and Foochow	Sunday, 28th, 9.00 A.M.
Straits and India via Calcutta	Straits and India via Calcutta	Sunday, 28th, 9.00 A.M.
Philippine Islands	Philippine Islands	Sunday, 28th, 9.00 A.M.
Swatow, Amoy and Formosa via Takao & Anping	Swatow, Amoy and Formosa via Takao & Anping	Sunday, 28th, 9.00 A.M.
Shanghai and North China	Shanghai and North China	Sunday, 28th, 9.00 A.M.
BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	Sunday, 28th, 9.00 A.M.
Swatow	Swatow	Monday, 29th, 9.00 A.M.
Chinwangtao	Chinwangtao	Monday, 29th, 9.00 A.M.
Shanghai, North China and Japan via Yokohama	Shanghai, North China and Japan via Yokohama	Monday, 29th, 9.00 A.M.
Swatow, Amoy and Foochow	Swatow, Amoy and Foochow	Monday, 29th, 9.00 A.M.
Straits and India via Calcutta	Straits and India via Calcutta	Monday, 29th, 9.00 A.M.
Philippine Islands	Philippine Islands	Monday, 29th, 9.00 A.M.
Swatow, Amoy and Formosa via Takao & Anping	Swatow, Amoy and Formosa via Takao & Anping	Monday, 29th, 9.00 A.M.
Shanghai and North China	Shanghai and North China	Monday, 29th, 9.00 A.M.
BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	Monday, 29th, 9.00 A.M.
Swatow	Swatow	Tuesday, 30th, 9.00 A.M.
Chinwangtao	Chinwangtao	Tuesday, 30th, 9.00 A.M.
Shanghai, North China and Japan via Yokohama	Shanghai, North China and Japan via Yokohama	Tuesday, 30th, 9.00 A.M.
Swatow, Amoy and Foochow	Swatow, Amoy and Foochow	Tuesday, 30th, 9.00 A.M.
Straits and India via Calcutta	Straits and India via Calcutta	Tuesday, 30th, 9.00 A.M.
Philippine Islands	Philippine Islands	Tuesday, 30th, 9.00 A.M.
Swatow, Amoy and Formosa via Takao & Anping	Swatow, Amoy and Formosa via Takao & Anping	Tuesday, 30th, 9.00 A.M.
Shanghai and North China	Shanghai and North China	Tuesday, 30th, 9.00 A.M.
BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	Tuesday, 30th, 9.00 A.M.
Swatow	Swatow	Wednesday, 1st, 9.00 A.M.
Chinwangtao	Chinwangtao	Wednesday, 1st, 9.00 A.M.
Shanghai, North China and Japan via Yokohama	Shanghai, North China and Japan via Yokohama	Wednesday, 1st, 9.00 A.M.
Swatow, Amoy and Foochow	Swatow, Amoy and Foochow	Wednesday, 1st, 9.00 A.M.
Straits and India via Calcutta	Straits and India via Calcutta	Wednesday, 1st, 9.00 A.M.
Philippine Islands	Philippine Islands	Wednesday, 1st, 9.00 A.M.
Swatow, Amoy and Formosa via Takao & Anping	Swatow, Amoy and Formosa via Takao & Anping	Wednesday, 1st, 9.00 A.M.
Shanghai and North China	Shanghai and North China	Wednesday, 1st, 9.00 A.M.
BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	Wednesday, 1st, 9.00 A.M.
Swatow	Swatow	Thursday, 2nd, 9.00 A.M.
Chinwangtao	Chinwangtao	Thursday, 2nd, 9.00 A.M.
Shanghai, North China and Japan via Yokohama	Shanghai, North China and Japan via Yokohama	Thursday, 2nd, 9.00 A.M.
Swatow, Amoy and Foochow	Swatow, Amoy and Foochow	Thursday, 2nd, 9.00 A.M.
Straits and India via Calcutta	Straits and India via Calcutta	Thursday, 2nd, 9.00 A.M.
Philippine Islands	Philippine Islands	Thursday, 2nd, 9.00 A.M.
Swatow, Amoy and Formosa via Takao & Anping	Swatow, Amoy and Formosa via Takao & Anping	Thursday, 2nd, 9.00 A.M.
Shanghai and North China	Shanghai and North China	Thursday, 2nd, 9.00 A.M.
BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	Thursday, 2nd, 9.00 A.M.
Swatow	Swatow	Friday, 3rd, 9.00 A.M.
Chinwangtao	Chinwangtao	Friday, 3rd, 9.00 A.M.
Shanghai, North China and Japan via Yokohama	Shanghai, North China and Japan via Yokohama	Friday, 3rd, 9.00 A.M.
Swatow, Amoy and Foochow	Swatow, Amoy and Foochow	Friday, 3rd, 9.00 A.M.
Straits and India via Calcutta	Straits and India via Calcutta	Friday, 3rd, 9.00 A.M.
Philippine Islands	Philippine Islands	Friday, 3rd, 9.00 A.M.
Swatow, Amoy and Formosa via Takao & Anping	Swatow, Amoy and Formosa via Takao & Anping	Friday, 3rd, 9.00 A.M.
Shanghai and North China	Shanghai and North China	Friday, 3rd, 9.00 A.M.
BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	Friday, 3rd, 9.00 A.M.
Swatow	Swatow	Saturday, 4th, 9.00 A.M.
Chinwangtao	Chinwangtao	Saturday, 4th, 9.00 A.M.
Shanghai, North China and Japan via Yokohama	Shanghai, North China and Japan via Yokohama	Saturday, 4th, 9.00 A.M.
Swatow, Amoy and Foochow	Swatow, Amoy and Foochow	Saturday, 4th, 9.00 A.M.
Straits and India via Calcutta	Straits and India via Calcutta	Saturday, 4th, 9.00 A.M.
Philippine Islands	Philippine Islands	Saturday, 4th, 9.00 A.M.
Swatow, Amoy and Formosa via Takao & Anping	Swatow, Amoy and Formosa via Takao & Anping	Saturday, 4th, 9.00 A.M.
Shanghai and North China	Shanghai and North China	Saturday, 4th, 9.00 A.M.
BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	Saturday, 4th, 9.00 A.M.
Swatow	Swatow	Sunday, 5th, 9.00 A.M.
Chinwangtao	Chinwangtao	Sunday, 5th, 9.00 A.M.
Shanghai, North China and Japan via Yokohama	Shanghai, North China and Japan via Yokohama	Sunday, 5th, 9.00 A.M.
Swatow, Amoy and Foochow	Swatow, Amoy and Foochow	Sunday, 5th, 9.00 A.M.
Straits and India via Calcutta	Straits and India via Calcutta	Sunday, 5th, 9.00 A.M.
Philippine Islands	Philippine Islands	Sunday, 5th, 9.00 A.M.
Swatow, Amoy and Formosa via Takao & Anping	Swatow, Amoy and Formosa via Takao & Anping	Sunday, 5th, 9.00 A.M.
Shanghai and North China	Shanghai and North China	Sunday, 5th, 9.00 A.M.
BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	BRITISH, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	Sunday, 5th, 9.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS.

September 26th

ON LONDON:—	Telegraphic Transfer	2- ¹ / ₂
	Bank Bills, on demand	2- ¹ / ₂
	Bank Bills, at 30 days sight	2- ¹ / ₂
	Bank Bills, at 4 months' sight	2- ¹ / ₂
	Credits, at 4 months' sight	2- ¹ / ₂
	Documentary Bills 4 months' sight	2- ¹ / ₂
ON PARIS:—	Bank Bill, on demand	25 ¹ / ₂
	Credits, at 4 months' sight	59 ¹ / ₂
ON GERMANY:—	On demand	205 ¹ / ₂
ON NEW YORK:—	Bank Bills, on demand	48 ¹ / ₂
	Credits, at 50 days' sight	49 ¹ / ₂
ON BOMBAY:—	Telegraphic Transfer	149 ¹ / ₂
	Bank, on demand	49 ¹ / ₂
ON CALCUTTA:—	Telegraphic Transfer	149 ¹ / ₂
	Bank, on demand	49 ¹ / ₂
ON SHANGHAI:—	Bank, at sight	72 ¹ / ₂
	Private, 30 days sight	73 ¹ / ₂
ON YOKOHAMA:—	On demand	97 ¹ / ₂
ON MANILA:—	On demand—Pass—	98 ¹ / ₂
ON SINGAPORE:—	On demand	98 ¹ / ₂
ON BATAVIA:—	On demand	121 ¹ / ₂
ON HANKOW:—	On demand	14 ¹ / ₂ pm.
ON SAIGON:—	On demand	"
ON BANGKOK:—	On demand	76 ¹ / ₂
	SOVEREIGNS, Bank's Buying Rate	\$39.30
	GOLD LEAF, 100 fine, per tael	\$32.20
	BAR SILVER, per oz.	28 ¹ / ₂

SUBSIDIARY COINS.

	per cent.
Chinese	\$3.18 discount
Chinese	82.28 "
Hongkong	83.40 "
Hongkong	83.00 "

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$8.18 discount.
Chinese	10	\$8.28
Hongkong	20	\$8.40
Hongkong	10	\$8.10

MAILS VIA SIBERIA.

London	Due	9th Oct.
September 15th.	September 27th.	
September 15th.	September 28th.	

SHARE LIST.—QUOTATIONS.

HONGKONG, 25th SEPTEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA.	RETURN ON BASIS OF LAST DIV.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$790, and, sel. L/don \$80.10.	5 1/2 p.c.
China Borneo Company, Limited	60,000	\$12	all	\$94, buyers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4, sellers	
China Provident Loan and Mortgage Co., Ltd.	200,000	\$10	all	\$9, sellers	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	30,000	Tls. 50	all	Tls. 138, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$93, sellers	5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$23	
DOCKERS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$90	5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$73, buyers	3 p.c.
New Amoy Dock Co., Limited	10,000	\$63	all	\$84, sellers	7 1/2 p.c.
Shai, Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 53	
Shai, Dock and Engineering Co., Ltd.	36,000	Tls. 100	all	Tls. 106	
Green Island Cement Co., Limited	400,000	\$10	all	\$6.60, sellers	4 p.c.
Hongkong Electric Co., Limited	60,000	\$10	all	\$41, buyers	
Hongkong Hotel Company, Limited	12,000	\$50	all	\$125	5 p.c.
Manila Metropolitan Hotel, Limited	15,000	Pa. 10	all	\$23, sellers	5 1/2 p.c.
Hongkong Ice Company, Limited	5,000	\$25	all	\$170, sellers	9 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$23	
H'kong & South China Steam Fishers Co., Ltd.	15,000	\$10	all	\$2	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	\$5	all	9/6	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$320, buyers	6 p.c.
China Fire Insurance Co., Limited	26,000	\$100	\$20	\$149, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$365, buyers	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 137, buyers	6 1/2 p.c.
Union Insurance Society, Limited	12,400	\$250	\$100	\$764, buyers	
Yangtze Insurance Association, Ltd.	12,000	\$100	\$50	\$192 1/2, @ Ex 73	
LANDS AND BUILDINGS.—					
H'kong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$113, sellers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$94, buyers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$46	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 89	
West Point Building Co., Limited	12,500	\$50	all	\$72, sellers	5 1/2 p.c.
Maatschappij tot Mijl, Bosch en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 22, buyers	
MINING.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$2.6	
Heawood Tin and Huber Estate, Ltd.	822,000	\$2	all	\$3.10	
Rock Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$5	
Tromps Mining, Limited	160,000	\$10	all	\$10, sal. & buy.	7 1/2 p.c.
Peak Tramways Co., Limited	25,000	\$10	all	\$6.90	
Philippine Co., Limited	75,000	\$10	all	\$5	
Pulper et Papeteries da Tonia Societe des	13,200	\$50	all	\$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$95	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$35, sellers	
STEAMSHIP COMPANIES.—					
Canton and Manila Steamship Co., Ltd.	30,000	\$25	all	\$34, div. sel.	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$24, buyers	5 p.c.
H'kong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$79, London	7 1/2 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	buy, \$23	
Shell Transport & Trading Co., Ltd.	50,000 def.	\$21	all	107 1/2, buyers	6 p.c.
Star Ferry Company, Limited	25,000	\$10	all	\$67 1/2, buyers	3 1/2 p.c.
Songhai China Morning Post, Limited	6,000	\$25	all	\$22	
Steam Laundry Company, Limited	20,000	\$5	all	\$4	
STORES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	
Powell, Wm., Limited	15,000	\$7	all	\$10 1/2, sellers	4 p.c.
Watson & Co., A. S., Limited	90,000	\$10	all	\$3, sellers	
Weissmann, Limited	3,300	\$10	all	\$35	
Union Wharves Co., Limited	50,000	\$10	all	\$17 1/2, buyers	5 1/2 p.c.

Para Rubber in London ... 3 3/4 per lb.

Loans. Amount. Value. Interest. Quotation.

Chinese Imperial 1886 Tls. 767,200. Tls. 250. 7% p. annum Par.

VERNON & SMYTH, Share Brokers.

TO-DAY

4 p.m.—V.R.C. Annual Aquatic Sports in the Bath.—3rd day.

FORTHCOMING EVENTS.

Monday, 29th Sept.—

3 p.m.—Auction of Crown Land at Fife Street, Mong Kok, by Public Works Dept.

5.15 P.M.—Hongkong St. Andrew's Society Annual General Meeting at the City Hall.

Tuesday, 30th Sept.—

5 p.m.—U.S.K.C. Extraordinary General Meeting at the U.S.B.C. Ground.

Thursday, 2nd Oct.—

11.30 a.m.—H.K. Cotton Spinning, Weaving & Dyeing Co., Ltd., Meeting of Shareholders.

Saturday, 4th Oct.—

Noon—Hongkong Hotel Co., Ltd., Extraordinary General Meeting.

Noon—Wm. Powell, Ltd., Meeting of Shareholders at Messrs. Johnson, Stokes and Masters' Offices.

PRINTING

Nothing creates such a good impression as business as the use of First Class Printing.

The difference in cost between good and bad printing and material is generally nil.